



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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ARGENTINE AS A WHEAT EXPORTER.

The irregularity of the Argentine Republic in the matter of exporting wheat of late years, coupled with reports of its now rapidly increasing ability to ship wheat abroad in competition with the United States and Russia, lends particular interest to a recent letter from the American consul at Buenos Ayres to the State Department at Washington.

The Argentine Republic, as shown in the report of the Secretary of Agriculture, can now place 35,000,000 bushels of wheat annually on the European market. The Argentine wheat fields are less than 100 miles from deepwater harbors, and therefore wheat intended for export pays no appreciable inland freight, while United States wheat is subjected to a heavy charge for inland transportation. Russia has also the advantage of a short haul and speedy transportation. For these reasons Secretary Morton believes wheat will not hereafter be our staple cereal, and advises our farmers to increase their acreage in corn, for which there is a constantly growing demand, the result of new uses to which corn is being appropriated.

Consul Baker explains that there is no statistical office charged with the collection of information of growing crops and harvests, and the only way by which reliable data can be obtained is to take exports and add to them the estimated quantity required for home consumption. As to the areas in wheat or the yields per acre there is no official knowledge obtainable. Taking mere estimates, however, the consul gives the area in hectares for the years named, a hectare being the equivalent of 2.471 acres. Ten years ago the wheat fields of Argentina covered 243,500 hectares. In 1892 they extended over 1,322,000 hectares, and in 1893 over 1,983,000 hectares. Estimates of the area of the present year vary, one authority placing it at 2,181,300 hectares and another at 2,974,000 hectares, the latter figures being equivalent to about 7,436,250

acres. Those furnishing the lower estimates explain that, in consequence of the low price of wheat last year, many farmers put their lands in flax as a more promising crop. Ten years ago the quantity of wheat exported by Argentina was about 60,000 tons, and during the years of the last decade the exportation did not reach an average of 100,000 tons. In 1890 it reached 328,000 tons, and has steadily advanced since

KEITH & CO.'S ANNEX TO THE NATIONAL ELEVATOR AT CHICAGO.

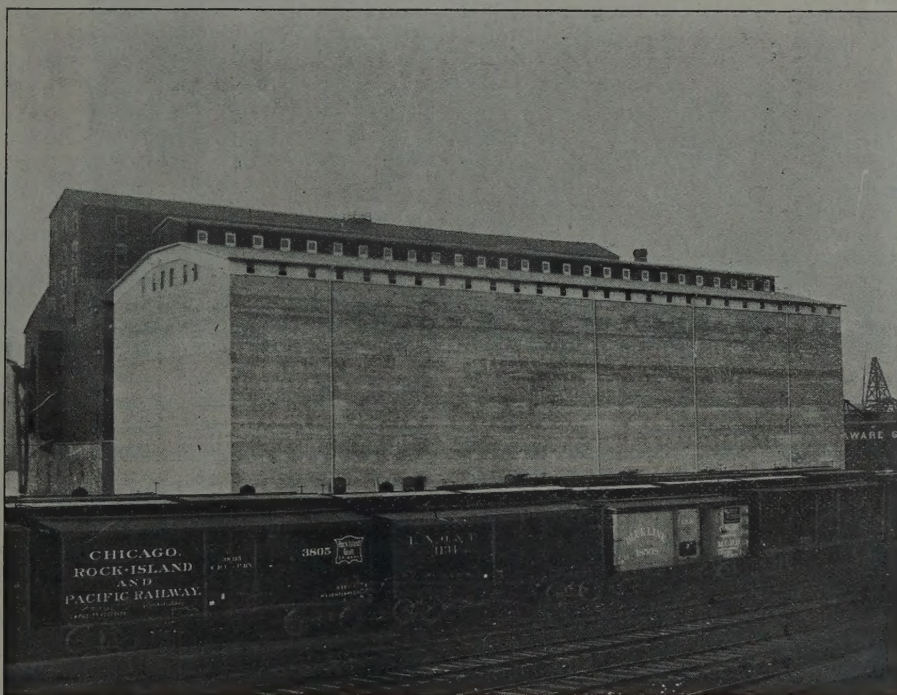
The large increase in the visible supply and the resulting demand for storage room in Chicago made it necessary for the rapid construction of additional elevators at Chicago. Keith & Co., who operate the National Elevator, found that they could use additional storage, so they let the contract for a 1,500,000-bushel annex to their house on the south branch of the Chicago River to the Simpson & Robinson Company, the well-known elevator architects and builders.

The house, as is shown in the illustration given herewith, joins the old National Elevator on the south. It is 100 feet wide by 300 long. The bins are of the ordinary crib construction and are encased with a 12-inch brick veneer. The grain is weighed in the main house, conveyed into the annex by rubber belts at the top of the house and is distributed to the different bins by means of six 36-inch rubber belts, supplied by the Revere Rubber Co., which run through six Robinson's Self-Moving Tripers. The grain is taken from the bins by six 36-inch Revere Rubber Belts and dropped onto a cross rubber belt running into the main house through an under-

ground channel. The house has a tin roof. Barrels of salt water with fire buckets and Miller Fire Extinguishers have been placed at different points about the house for putting out fires.

The elevator was completed on time and was soon filled with grain. It has given complete satisfaction to the owners and adds new laurels to a company which has erected a number of large elevators in Chicago during the last few years.

First Board of Trade Man—"How do you feel this morning, Jones?" Jones—"Somewhat bearish, and how are you?" "I'm bully, thank you."



THE NATIONAL ELEVATOR AND ANNEX AT CHICAGO,

then, reaching in 1893 1,000,137 tons of wheat and 37,521 tons of flour. The returns for the first six months of the last calendar year show that the exportation of wheat was 1,029,546 tons and of flour 20,628 tons. It will be thus seen that the shipments for the first six months of 1894 were larger than for any preceding twelve months.

W. H. Comrie, agent of the Great Western Elevator Company at Arthur, N. D., writes: "Accompanying please find money order for renewal of my subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for the twelfth time."

THE SYSTEM OF GRAIN INSPECTION; ITS ESTABLISHMENT AND GROWTH.

NO. XI.

In February, 1865, the state legislature of Missouri passed an act authorizing and empowering the Merchants' Exchange of St. Louis to appoint a board of grain inspectors to inspect grain stored in bulk in the city of St. Louis. Until the year 1889 the inspection remained under the control of the Exchange and during this period the experiences of those interested in the grain trade at St. Louis were much the same as at other large grain receiving and shipping points before the inspection passed into the control of the state.

Notwithstanding the fact, however, that a new system was deemed necessary, when the state legislature established the state grain inspection department in 1889, great opposition was brought to bear against the new order of things. Previous to this time the Boards of Trade had had the entire control of the inspection, and it was evident that they would not, without a struggle, assign to the state the power which they had obtained. The enemies of the new system resorted to various methods to weaken the department, to handicap its successful operation and to bring its methods into disrepute.

Singularly enough also the state legislature failed to make any appropriation for the enforcement of the law. The two men, however, who found themselves charged with the responsibility of carrying out the designs of the state proved themselves equal to the emergency. Chief Grain Inspector O'Shea and Ex-Chief Grain Inspector Burks supplied from their own private funds the necessary money to furnish the offices and stationery of the department at St. Louis, Kansas City and St. Joseph. The new system proved to be a success, and its detractors have been won over or forced to desist from their condemnation of what they had maintained would prove a doubtful and dangerous experiment.

The Missouri state grain inspection department has now an excellent standing with the grain trade of the West and in the markets of the world. As far as possible all of its former evils have been eradicated. The management of the department is in the hands of one man to whom each inspector is responsible, and it is no longer possible for the same car of grain to be given a different grade by the different branches of the department. Inspection rules for the guidance of the inspectors are made by the warehouse commissioners. The commissioners, however, have nothing to do with making appointments. The state legislature in 1893 enacted a state weighing law, providing for a public weighmaster at all public warehouses, under the supervision of the state grain inspection department.

The first chief grain inspector appointed after the establishment of the state grain inspection department was Jasper W. Burks. Upon his resignation in January, 1891, to go to the state senate he was succeeded by Deputy Chief Grain Inspector Joseph M. O'Shea, who was appointed to the position of chief grain inspector for the unexpired term of ten months. In October, 1891, he was appointed his own successor and is the present incumbent in office. To Chief Inspector O'Shea a very large part of the successful operation of the department is due.

The inspected receipts of wheat at St. Louis were 27,483,855 bushels in 1892, against 11,730,774 bushels in 1890, and 13,010,108 bushels in 1888. The inspected shipments were 14,333,534 bushels in 1892, against 3,688,015 bushels in 1890, and 4,412,506 in 1888. The receipts of corn were 32,030,030 bushels in 1892, against 45,003,681 bushels in 1890, and 20,269,499 in 1888. Shipments were 22,606,756 bushels in 1892, against 40,616,333 bushels in 1890, and 15,904,759 bushels in 1888. The receipts of oats were 10,604,810 bushels in 1892, against 12,229,955 bushels in 1890, and 10,456,760 bushels in 1888. Shipments were 4,972,928 bushels in 1892, against 7,191,868 bushels in 1890, and

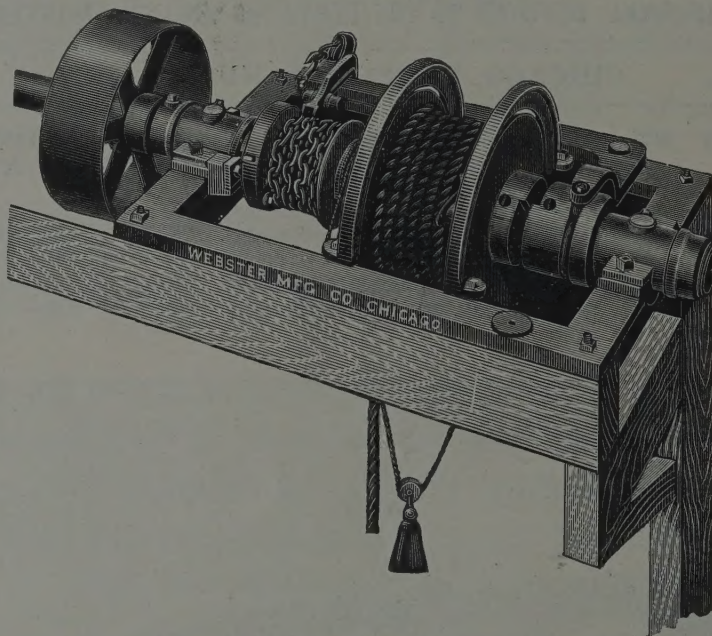
5,414,764 bushels in 1888. The receipts of rye were 1,189,153 bushels in 1892, against 501,054 bushels in 1890, and 421,514 in 1888. Shipments were 1,032,374 bushels in 1892, against 467,360 bushels in 1890, and 275,233 bushels in 1888. The receipts of barley were 2,691,249 bushels in 1892, against 2,794,880 bushels in 1890, and 3,044,961 bushels in 1888. Shipments were 188,563 bushels in 1892, against 230,155 bushels in 1890, and 324,083 bushels in 1888.

[TO BE CONTINUED.]

THE ORIGINAL "CLARK-BEATTY" SHOVEL MACHINE.

For unloading grain from cars this power shovel is in successful operation in hundreds of elevators in this country and Canada, and where labor and time count for anything it very soon refunds its cost to its owner. One man with a single machine can unload a car of 500 bushels of grain in from ten to fifteen minutes, and two men with a double machine can unload it in five minutes. It is a light running machine, substantially built, compactly put together, and occupies a space of 3' 2" by 2'.

The success of the improved "Clark-Beatty" Shovel Machine has induced others to put imitations on the



THE IMPROVED CLARK-BEATTY GRAIN SHOVEL MACHINE.

market; lacking experience and often endeavoring to place before the trade a machine purely in the interest of price, they have made many failures.

The Webster Manufacturing Company, who are the sole makers of the Improved Clark-Beatty Shovel Machine, claim to be the largest manufacturers of these machines in the world, and to have furnished about 95 per cent. of all the power grain shovels in use in this country. It is made on the interchangeable plan and repairs are kept constantly on hand, so that breakages due to any accident can be made good upon shortest notice.

CHANGE PROPOSED IN MISSOURI GRAIN INSPECTION LAW.

The fight between the St. Louis Merchants' Exchange and the state authorities relative to the charges for grain inspection, which in St. Louis are double what they are in Chicago, seems in a fair way for settlement. F. N. Judson, attorney for the board of directors of the Exchange, recommends as follows:

Placing the appointment of the chief grain inspector in the hands of the governor instead of the board of warehouse commissioners.

Fixing charges for all service in the inspection of not more than 35 cents per car for inspection and 15 cents per car for weighing in public warehouses.

All fees from such services to be paid into the state treasury monthly.

The recommendations further provide that the state legislature appropriate sufficient for payment of salaries of the inspection department and that the chief

grain inspector's appointees be subject to the approval of the governor. These recommendations will be prepared in the form of an amendment to the existing grain inspection law and submitted to the legislature at the coming session.

SURRENDER OF BILLS OF LADING.

The carrier of freight is placed in a peculiar position by the law, and particularly the practice with regard to bills of lading, says the *Railway Review*. Their issuance is more a matter of courtesy and convenience than anything else. Unless a continued custom of granting them may be considered as establishing a right, in the absence of express legislation they cannot be demanded as a condition precedent to the performance of what is regarded as the public duty of a common carrier to accept any freight tendered. It follows that, theoretically, a railway company cannot be compelled to accept freight and issue a bill of lading therefor which is likely to give it unusual trouble at destination. For example, a bill of lading cannot be demanded showing consignment "to order." However, the shipper of freight can probably consign same how he will, provided that he does not impose upon the carrier anything more than the usual duties incident to that function.

A bill of lading is generally held by the courts to be of a threefold nature. In its usual forms, it is said to serve as a receipt, as a contract for transportation and as a muniment or assignable deed of title. Considered as a receipt and as a contract, it may be said to have served its purpose when the goods have been transported and are ready for delivery in accordance therewith at destination. But as an evidence of title, it serves so important a purpose that any right that the shipper or consignee might be expected to have to retain it as an evidence of payment or a memorandum of contract, the carrier surely has a greater one—which ought to entitle it to have the document surrendered.

Probably, in a great majority of cases the proper person could demand, and by legal process secure, the delivery of freight, without a production or surrender of the bill of lading. Still, if the carrier makes a wrong delivery it is liable for resulting damages. It is also bound to have regard for the nature of a bill of lading as an instrument of title, and be prepared, where a bill of lading has been issued, to deliver the goods to him who is equitably entitled to them. If no bill of lading is produced, or one is produced on which delivery should not be made, it is the carrier's duty to store the goods until it can make the proper delivery.

The carrier's position in this respect is certainly not a very enviable one. It is to some degree liable for not making delivery without a bill of lading, and to a perhaps greater degree for making such delivery. Where there is doubt, the goods should always be held either for the production of the bill of lading or indemnity against its production by someone else having a better legal claim to the goods than the person demanding them. In some cases this course may result in an expense to the carrier, but it is quite likely that the amount thereof will not equal that which would follow the adoption of the opposite course. A uniform practice will also go very far toward wiping out these technical legal absurdities. And whatever may be the law where no such clause is incorporated, there is nothing to prohibit the carrier from incorporating in the bills of lading which it issues a clause requiring the production and surrender of same when the goods are demanded at destination. In New York a law has been enacted prohibiting the delivery of goods for which a bill of lading is issued, unless the latter is surrendered and canceled, or has the words "not negotiable" on its face.

M. E. Harris, Cowan, Ind.: "Herewith find \$1 to renew my subscription to the AMERICAN ELEVATOR AND GRAIN TRADE. I can't do business without it."

THE NEW STANDARD ELEVATOR AT MINNEAPOLIS.

Among the great wheat raising districts of the world the states of the Northwest are among the foremost. The crops have caused cities to be built and created busy markets famous for their wheat handling industries. First among these is Minneapolis, Minn., the greatest primary wheat market in the world. The capacity of the public elevators of this city amounts to 23,445,000 bushels, beside which there are first-class cleaning houses of note.

The latest to be built, and one of the best of these houses, is shown in the accompanying illustration. This elevator was designed and built by Tromanhauser Bros., elevator architects and builders, to do a general storage, transfer, cleaning, mixing and handling business, and is claimed by its owners to be the most complete house of its kind in the state. It is therefore worthy of more than passing notice, and a detailed description might be of value.

The elevator is 60x180 feet in size, and consists of an elevated working end 60x68 feet, rising four stories above the storage end. The storage end of the elevator is 60x112 feet and cribbed 70 feet high.

The elevator has fine receiving and shipping facilities. It has tracks at each side, and each of the four receiving legs has a double shovel machine and a new and complete sheave device for carrying shovel ropes past the side of car doors. Grain can be drawn from any bin in the elevator, and by one elevation can be weighed and loaded into cars on either side of the elevator.

The working end is equipped with four receiving elevator legs with 22-inch belts and buckets 20x7 inches in size. This is an unusually large size for the belts and buckets, and gives each elevator a large capacity. There are also two smaller elevator legs for cleaning and handling purposes. The legs are located three on each side of the elevator. Each receiving leg is supplied with its own garner and a scale of 1,500 bushels' capacity. The garners are so arranged that a carload of grain can be dropped from it into the scale in 20 seconds.

The storage end of the elevator is fitted with two 30-inch Revere Rubber Belt Conveyors at the top and two at the bottom. These are so arranged that grain may be spouted from all the scales to any of the conveyor belts, thus allowing a carload of grain on either track to be put into any bin in the house. These conveyor belts are furnished with iron rolls and self-moving iron trippers. Together with the four receiving legs they are capable of handling 140 carloads of grain in ten hours.

There is a full equipment of cleaning machinery, together with all the most approved appliances, passenger elevator, double car pull, clutch pulleys, etc. At the side of the house are four Cyclone Dust Collectors with one on the roof of the boiler room. Machinery has been put in to take dust from all parts of the elevator and deliver it by blast to furnaces under the boilers. There is a complete system of fire extinguishing apparatus in the house and a fire escape at each end.

For such a house the power plant must be the very best, and be faultless in its working. This plant includes a 16x36-inch Corliss Engine and two steel boilers 60 inches by 16 feet. Power is transmitted by rope to two shafts in the top of the cupola which

drive all the elevators, and to the main line shaft below the bins which drives all cleaning and handling machinery. This drive is an entirely new feature in rope transmission of power for grain elevators. The drive rope is composed of six strands, and is 1½ inches in size. The whole six strands wind round the engine shaft and main line shaft on the working floor, and then dividing are run to the top of the cupola, three strands being carried over idlers to each elevator line shaft on opposite sides of the cupola. Thus all the main shafting in the elevator is driven with one rope of 1,700 feet in length.

LIABILITY OF CARRIERS FOR LOSS OF PROPERTY.

A common carrier is responsible for the safety of goods intrusted to him and bound for their delivery, in as good condition as he received them, at the place to which he undertook to carry them, against all

the carrier, not only to show that the loss happened by one of the excepted causes, but also that it proceeded from that cause without any negligence on his part.

In case of injury to the property, or loss of it, by the fault of the carrier, he is required to make compensation on the basis of its value at the place of destination. In the former case the measure of damage is the difference between the value of the goods in the condition when delivered, and what their value would have been had they not been damaged in the course of transportation; and for goods lost, their value at the place of destination. The owner is entitled to have the equivalent of the goods at the place of destination, in the condition in which the carrier undertook to deliver them, less the charges for transportation and delivery. Where goods are lost by the negligence of the carrier, in the last part of the route, the owner is allowed to recover the value at the place of destination less the freight. He cannot recover, in addition, the freight paid to another carrier who carried the goods over the first part of the route. Where

the carrier delivers the goods contrary to the instructions of the consignee as to place, at the destination, such carrier is liable for the value, if the consignee does not obtain the goods; but the amount of freight for transportation from the place of shipment should be deducted from the value though not earned.

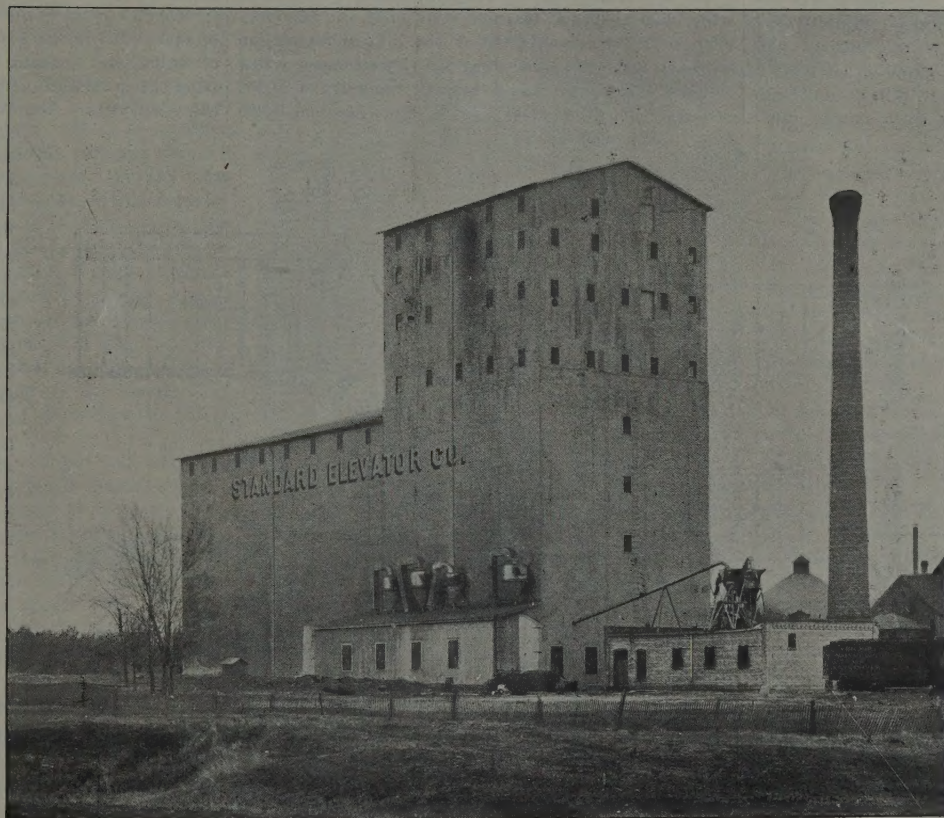
Interest is generally added to the amount allowed as damages, and on the generally accepted principles which govern the allowance of interest it should be added as a necessary part of the indemnity the shipper is entitled to for the loss or injury to his goods. The carrier is liable for the goods which he delivers by mistake to the wrong person.

Where a carrier accepts goods to be carried, with a direction on the part of the owner to carry them in a particular way, or by a particular route, he is bound to obey such directions; and if he attempts to perform his contract in a manner different from his undertaking he be-

comes an insurer, and cannot avail himself of any exceptions in the contract. But if it should be shown in such a case that the loss must certainly have occurred from the same causes, if there had been no default or deviation, the carrier should be excused. The burden of proof of this fact is on the carrier.

Where a carrier conveys the property only for a part of the way, and is instructed how to forward it from the end of his route, he acts as the agent of the shipper in forwarding it. If without any exigency arising making it necessary for him to deviate from his instructions he does so, he becomes an insurer; if a loss happens he must make it good. If goods are marked and known to a carrier to be destined to a point beyond the terminus of his route, and he becomes liable for a loss of them, or for damages for a negligent delay, there is some diversity of authority as to whether the damages should be estimated from the market value at the end of his route, or at the ultimate destination. On principle, the value at the latter place should be the criterion. The value in one case and the depreciation in the other according to the market at the destination, less the freight, is the actual loss to the owner; and it is as direct and proximate when there are several carriers as where the whole transportation is let to one person.

The intermediate carrier who is liable has under-



THE NEW STANDARD ELEVATOR AT MINNEAPOLIS, MINN.

hazards, excepting losses caused by the act of God or the public enemy. There are other exceptions also well settled; he is not liable for losses or injury from any inherent defect of quality of the thing carried; nor for those caused by the seizure of the goods in his hands by legal process; nor for those caused by some act or omission of the owner of the goods. His liability is not affected by the kind of motive power he employs. That liability does not depend upon contract, but is imposed by law. He is bound to carry for all persons who apply, and to carry on the common law liability, though he may contract with the shipper to abate in some degree its rigor.

When goods are delivered to a common carrier to be transported, a promise to pay freight will be implied, and it is not necessary to prove payment or tender of the charges in order to hold him liable. And in case of loss of the property, or injury to it, the burden is on the carrier to exonerate himself by proof that it happened by one of the causes for which he was not responsible. Proof of the delivery of the goods, and their loss or injury while in the carrier's hands, makes out a prima facie case against him. But when it appears in a suit against the carrier that the loss or injury proceeded from one of the excepted causes, then the burden is on the shipper to show that the injury or loss resulted from the negligence or fault of the carrier. It has been held that the burden is on

taken the carriage of the goods with a knowledge of their intended destination; therefore the benefit to the shipper of their delivery at that place, and the disadvantage to him of a failure to deliver them, are within the contemplation of both parties. The damages recoverable from such a carrier should be estimated on the basis of the net value at the place where he knows the owner of the goods intends them to go, for the same reason that in other cases damages are recoverable with reference to the value for any special use which was known to both the parties at the time of making the contract. In this view it is immaterial whether the through transportation is undertaken by one carrier, or by several in a connected line or by several not connected.

If by the acts of the carrier the shipper is prevented from showing the value of the goods lost or destroyed the jury may allow the value of the best quality of such goods. If there is no market for the goods in question at the place of delivery the jury must ascertain their value by taking the price at the place of shipment, adding the cost of carriage, and allowing the reasonable sum for the profit. In cases where the market value of the goods is the test of damages, the law contemplates a range of the entire market, and the average prices as thus found running through a reasonable period, not any sudden or transient inflation or depression in prices, resulting from causes independent of the operations of lawful commerce.—*Exchange.*

TO RELIEVE COMMISSION MEN IN MINNESOTA.

An effort will be made at the coming session of the Minnesota Legislature to pass the bill defeated at the session two years ago, which provided grain commission men immunity from loss through the handling of grain which, by reason of being mortgaged or encumbered in some manner, is not the property of the shipper to dispose of, says the *Daily Commercial Record* of Duluth. The shipper in such cases generally proves to be an irresponsible man, or at least the party primarily or directly responsible so proves, and the loss nearly always falls on the commission man, who, as a matter of fact, never owns the grain, and serves merely as an agent for the shipper.

The law in this state is an unjust discrimination against the grain receiver. It is a discrimination, too, which operates against the profit of the farmer, for while legalized avenues of such frequent loss exist, the commission charge must of necessity be sufficient in excess, or the cost of conducting a commission business and a profitable income for a fair volume of trade, to meet these losses, which are not legitimate, which in any other line of business does not by shortsighted legislation fall on the agent, and must, as a natural result, ultimately come out of the farmer, just as excessive railway charges on grain fall back in great measure on the farmer. The matter is of more than class interest also, for the reason that the consumer—and who does not bear that relation to wheat?—must shoulder his share of the cost.

In no other business than grain is there such a facile operation of trade, such quick returns from the sale. It is due to the fact that it is conducted on the commission principle, in a public place and in the most public manner. These conditions are ample reason why the law should not regard the agent an actual owner of property. If the transfer from agent to shipper or miller were conducted so secretly as to justify the possibility that the agent might be a party to the fraud and might in some manner derive some adventitious profit from the unlawful transfer, there might be some ground for discrimination. This is the basis on which the English law regards and treats the commission man. In England, if the transfer be made on the floor of a public exchange, the agent is

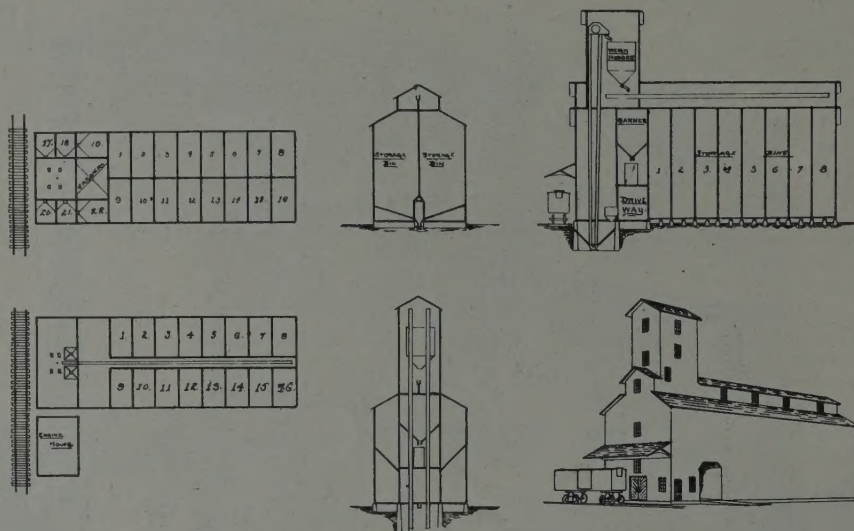
relieved from culpability for the false transfer and from all financial responsibility for the loss. So the proposed legislation is not an innovation in any sense. It is not snap legislation, for it is based on a time-honored usage in a country to which we look for the groundwork of our common law.

It is an act which all honest shippers and all honest farmers should advocate heartily as a means of protection against loss due to the dishonesty of others.

PLANS FOR A MODEL COUNTRY ELEVATOR.

It is a very difficult matter to combine all the best points which appear in several modern elevators into one elevator which shall be called perfect. In such a combination a certain degree of harmony is lost which is of very great necessity in a perfect working modern grain handling plant. It is possible, however, to design an elevator which shall comprise very many excellent points.

The accompanying drawings represent an elevator which has as special features simplicity and economy of space in the arrangement of the bins in connection with the receiving and shipping departments. The elevator as designed has a storage capacity of 75,000 bushels. Its dimensions are 99 feet 4 inches by 35



PLANS FOR A MODEL COUNTRY ELEVATOR.

feet 4 inches. There are 16 storage bins, which occupy the entire space from the driveway to the extreme end of the building. Two elevators carry the grain to the weigh hopper, which has a capacity of 1,000 bushels. From the weigh hopper a belt conveyor running the full length of the building carries the grain to the different bins. A similar conveyor in the basement receives the grain from the bins.

The driveway is situated in the working end of the elevator, and being close to the tracks grain can be received and shipped at the same time and received from wagons and cars. A large garner with a capacity a trifle greater than that of the weigh hopper is situated just above the driveway and below the hopper. The shipping bins are six in number, situated in close proximity to the railway tracks. The engine house is located at a convenient distance from the working end of the building. One receiving hopper adjoins the driveway, and a projecting roof extends over the receiving and shipping track. The elevator was designed by the Chase Elevator Company, architects of grain elevators.

On January 2 the New York law declaring the end of the days-of-grace custom indulged in by most merchants went into effect. Hereafter all notes, bills of exchange, etc., having no stipulation to the contrary will not be allowed grace.

Two able letter writers, Secretary Morton and Robert Lindblom of Chicago, have been writing letters, each to inform the other of the actual production of wheat. Each demolishes the other in approved form; but the low price of wheat is still with us.

THE AUTOMATIC VERSUS THE OLD HAND OPERATED GRAIN SCALE.

BY BUYER.

I think it somewhat singular that, while new methods and new appliances in the elevator are continually sought after, and utilized when found, a subject so important as the weighing and registering of grain should receive so little attention. The elevator owners seem inclined to make any changes throughout the elevator except in the weighing machinery. This probably arises from a doubt in the mind as to the efficacy of the self-registering grain scale or as to its accuracy. The question on this point, however, may be regarded as settled. There are a few automatic weighing machines on the market upon whose mechanism experiments have been made for years until they have finally arrived at a state of almost perfection.

At the present time all lines of business are conducted with the greatest possible dispatch. Profits are small and money must be turned over rapidly, and in order to bring business to the best possible degree of success all means and methods should be made use of which tend to lessen labor or which remove work from the mind and permit it to turn its attention to other subjects. Almost everywhere machinery is doing

the work formerly done by hand, and in almost all cases with greater accuracy and economy. The automatic grain weighing machine without any operator takes the place of the old hand operated scale and one or two skilled attendants. It is true that mistakes will sometimes occur, but it is an established fact that a well built machine of recent design blunders much less than the old-fashioned scale and the average attendant; it never forgets and has no need to remember; there are no muscles to become fatigued and it has no mind to wander to other subjects; the scale never forgets to tally nor does it ever cause errors to creep into the registration by making the same tally twice over.

In consideration of these facts it seems the more strange that the old scale, with its very apparent defects and uncertainties and the accidents and mistakes which frequently occur and cause serious losses, should be used to weigh grain.

The self-registering automatic machine by running constantly for any length of time will handle an enormous quantity of grain. A two-bushel machine delivering five loads of wheat per minute, if running 24 hours per day, in a single year would weigh over 4,000,000 bushels. This would have a value at 50 cents per bushel of \$2,000,000. In the greater accuracy which the machine possesses over the ordinary scale it would pay for itself many times over in the course of the year.

When large quantities of grain are handled the operator with the use of the automatic scale can always tell at once how much grain is being handled and is able to keep a better and more thorough record of business transacted. In large transactions in grain this becomes a very important item. The business which is conducted on the simplest and most accurate plan, other things being equal, is the one which will arrive at the most successful issue. The owner of the elevator cannot be too well acquainted with all the different details of his business, and in order to have this acquaintance should use all the modern methods that have been tested and approved which tend to bring his business closer to his observation and which shall cause the knowledge that the figures which represent the different departments of the business may be relied on as correct.

Parrish & Kratz, Amboy, Ill., write: "We are well pleased with the AMERICAN ELEVATOR AND GRAIN TRADE."

FRANK H. PEAVEY DINES THE NEWSBOYS.

It is not often that the newsboys of any city have such a royally good time as did those of Minneapolis on Christmas Day at the banquet given them by F. H. Peavey of the firm of F. H. Peavey & Co. Invitations were extended to the boys at the newspaper offices on the Saturday preceding Christmas to be present at services on the following Sunday at St. Mark's Church given under the auspices of the Boys' Club. About 200 newsboys were present as the guests of the club, which includes about 100 of the boys in the parish.

The service within the church was as calm as the scene of the gathering of the boys on the outside had been stormy. The service lasted about an hour and closed with an address to the boys by Mr. Peavey. If all the boys as well as newsboys would but "lay such precepts to their hearts" as Mr. Peavey uttered the future generation would be an overwhelming success. The visible supply of manly, upright men would be greatly in excess of anything which has been known heretofore. The address closed with an invitation to the boys to dine on Christmas with Mr. Peavey at the Midland Cafe.

All the boys came, and some brought one or two cousins with them. When all sat down there were about 300 seated at the banquet table. And such a dinner and such a scramble and talk and laughter and good fellowship among the newsboys. At any time during the slaughter of the viands an extraordinarily good pair of lungs could be heard if the owner of the voice had the assistance of a good cogn of vantage. The tables were tastily decorated with tropical plants and loaded with great burdens of turkey, sweet potatoes, oranges, apples, mince pie, nuts, candies and all sorts of Christmas delicacies. The boys worked very steadily until the ice cream was served, when applause rang out as they dashed to the assault that would have done credit to the Austrians at the battle of Jena.

When finally it became an assured fact that the boys had their long line of margins covered and were short on nothing the feast came to a close. The American newsboy has a different expression from the French who cry "long live the president," but it means the same thing. After having shaken hands with Mr. Peavey at the door and a safe arrival in the street a voice rang out "What's the matter with Peavey?" and the unanimous decision of 300 pairs of lungs was "He's all right."

THE EVOLUTION OF GRAIN.

There is no more interesting science than that branch of biology which relates to plants. It is sometimes satisfactory to realize that we inherited a liking for intoxicants from our progenitors of the monkey species, but it is more interesting to know that even plants have a nature in them very like to us poor animals.

Every stock raiser knows the market value of evolution and the advantage of selecting the best stock for breeding purposes. Ancient and savage people have made a practice of doing so. The most ignorant farmer recognizes the law of like producing like, and some take pains to select the best seed for the reproduction of their crops. It was many years ago that a botanist discovered the sexual organs of plant life, their division into male and female and their relation to each other. The discovery made possible an evolution of cereals which has only within the past fifteen years been taken advantage of to any extent. New and valuable cereals may be produced by taking advantage of the sexual characters of the different types.

The cultivation and selection of cereals is valuable, but limited in its results, while spontaneous variations from the common type are like angels' visits, and when it does happen it is as likely as not to make the plant deteriorate. By crossing different varieties through the reproductive organs a portion of both is combined in one, and, if done wisely, two varieties having desirable qualities may be blended into one plant of great excellence. This is accomplished only by the production of seed through the cooperation

of male and female. This process seems to be only a slight remove from the manner of the propagation of fishes, and is described as follows by *Milling* of Liverpool: "Until fertilizing matter from the male enters and impregnates the egg of the female no seed and no baby plant, or embryo, can be produced. The pollen grain has accordingly to form a sire producing fertilizing material; the ovule has to produce in its interior a dam with an egg. The suitable resting place for the pollen is the stigma—a special outgrowth of the case which envelops and incloses the ovule. Sperm from the pollen enters into and blends with the egg within the ovule. This blending of fertilizing matter with the egg constitutes fertilization."

Experiments were first made in an attempt to cross wheat, oats and barley. The manipulation of the male and female organs was a very difficult surgical operation, but the crosses were finally accomplished, and many varieties or breeds produced. The offspring of these crossed plants differed from their parents, as in the animal kingdom, in size, color, excellence, etc., thus forming distinct types.

This departure from the original is shown in the accompanying illustration, which we reproduce from



PARENT BARLEYS AND EVOLVED TYPE.

Milling. It will be noticed that the evolved type shown in the middle is long, compact, large, with a stout stalk and not too heavily bearded. It inherited its length from its parent on the right. This has a strong stalk, but is sparsely set with grains and thinly bearded. It gave its strong stalk to its offspring. The parent on the left has a weak straw, considerable beard, and its head is short. But its point of excellence is the compact growth of the berries, which the head on the right lacks and which is further developed in its offspring. In the evolved type also the beard is healthy and normal.

It will thus be seen how the idiosyncracies of the parents are visited upon the children; how the fit survives, the evils are discarded and the virtues perpetuated, which seems to be the inclination of nature when she is given a chance.

Hon. W. J. Lough, a miller of Altamont, Kan., who was recently elected to the legislature, is said to be contemplating the reconstruction of the Kansas grain inspection department to be more favorable to the grain buyer and producer. He intends to fight what he calls the dictatorship of the Board of Trade.

D. S. Beals, superintendent of the Detroit Railroad Elevator Company of Detroit, Mich., writes: "Here-with find subscription for the AMERICAN ELEVATOR AND GRAIN TRADE for 1895. Every number contains so much valuable information to the elevator and grain trade of the country that I cannot very well get along without it."

EXPERIENCE WITH AMERICAN ELEVATORS IN RUSSIA.

BY ALFRED F. BENDER, ENGINEER, ST. PETERSBURG.

Owing to the elevator at Yeletz not being situated at a port where only export business might be carried on, it ought to run all the year round and never be short of business, provided it answered the requirements of the trade. But in spite of its business being usually drawn along through the whole course of the year, there are periods when it is asleep. Allowing that one month is the most suitable length of time for an elevator to keep grain and do a profitable business, we may determine the working capacity of the elevator at Yeletz. Its capacity for a year, exclusive of one month of holidays, is 4,400,000 poods, or about 2,700,000 bushels. According to the figures given in the AMERICAN ELEVATOR AND GRAIN TRADE for December, the business amounted to, in 1889, but one-eighth of the capacity, in 1890 about one-fourth, in 1891 nearly one-third, and from January 1 to July 1, 1892, less than one-half. In 1891-92 the main business was done in commonwealth or municipal breadstuffs, which made the greater portion of the grain and greatly contributed to the good results of the two latter years. During that time the elevator had an assured amount of business to do in grain of its own, that is, municipal or commonwealth grain. The main support to its business was the amount of breadstuffs admitted, such as cornmeal, rye flour and various kinds of bran.

The receipts of this elevator from July 1, 1888, to July 1, 1892, were as follows: For receiving grain and first cleaning, 39,237.28 rubles; for polishing wheat and rye and clipping oats, 3,186.31 rubles; storage, 39,118.16 rubles; insurance, 10,361.72 rubles; grinding rye and corn, 6,749.48 rubles; charges for paper forms and heads for certificates, 120.40 rubles; rent for the elevator yards, 20 rubles; interest on money advanced on consignment shipments, 57.35 rubles. Thus the total receipts amounted to 98,816.20 rubles. [The value of the silver ruble in United States money on Jan. 1, 1895, according to the report of the secretary of the treasury department, was 36.4 cents.] The disbursements during the same time were as follows: Wages and salaries, 46,367.49 rubles; fuel, 15,713.93 rubles; insurance, 16,023.25 rubles; lubricating, 1,413.40 rubles; wear and repair, 7,796.50 rubles; postage and telegraph expenses, 601.61 rubles; publishing and office material, 1,465.71 rubles; lighting of office and elevator yard, 220.71 rubles; miscellaneous expenses, 3,824.74 rubles, making a total outlay of 92,887.57 rubles. There was a loss in 1888 of 5,248 rubles, in 1889 of 4,298.13 rubles, in 1890 of 2,620.31 rubles. There was a profit in 1891 of 3,656.36 rubles and to July 1, 1892, 14,468.71 rubles. The profits for the entire time were 5,958.68 rubles, or about \$2,979.32.

It should be observed that the elevator belongs to the municipality and handles large quantities of its grain. This can hardly be expected to be subject to such charges as are demanded for receiving, handling, storing, insuring and grinding grain of private parties. The income from such in 1892, amounting to 10,907.49 rubles, must be considered as a fictitious income, and should be deducted from the foregoing receipts for three years. Making this deduction, the elevator worked at a loss of 4,948.86 rubles. It is true that such a loss would have been experienced in case of the absence of municipal grain. It was received not for lack of private goods, as there was no private grain declined for want of storage room. There is also the loss of the interest on the capital invested, as well as the wear and tear of the establishment, to be taken into consideration. The site, with the residence buildings, was acquired for 10,491 rubles, the residence being valued at 491 rubles, the elevator site 10,000 rubles. We will assume that the elevator would stand 40 years. The cost of the property in 1887 was 27,517.75 rubles; up to July 1, 1892, it had been increased to 128,054.46. The total amount of interest on this capital at 5 per cent. would be 26,795.77 rubles and the total depreciation would amount to 13,397.85 rubles. Or, deducting 5 per cent. on 10,000 rubles, 2,500 rubles, from the amount of the depreciation, the total amount of depreciation would be equal to 10,897.89 rubles which, together with the interest, would

constitute a loss of 37,693.66 rubles. Adding this to the general loss of 4,948.66 rubles we find the total loss on the elevator to be 42,642.52 rubles, about \$21,321.26.

It was said that this elevator would save the farmer (the peasant) from the claws of the middleman. It was expected to allow him to store his grain for better times and higher prices instead of his having to sell to the first bidder at the town market, where grain accumulates during the autumn months (August-October), when money is in demand for paying government taxes and relieving the stock on leased land, where, as seems to be the case in most instances, the payment of rent happens to be too late. But no grain has come to the elevator from the peasants since the first day, and it never will except through the medium of a dealer.

The peasant does not take his grain to market for speculative purposes or to find the highest bidder. He does so because he is badly in need of ready money. He does not go to the elevator because the storing of separate small shipments proved unprofitable. To avoid working at a loss the house is always likely to be compelled to give up handling the peasants' grain. If the elevator accepted small shipments and interrupted the course of its regular business any time anyone wanted to store a few bags of ungraded and uncleaned grain to be kept separate, the cost of the whole receiving business would exceed the receipts. There was no other way to avoid this but to charge the peasant considerably higher than the merchant and dealer.

In the fall of 1890 the board of municipal commissioners at Yeletz contemplated providing accommodations for small shipments of peasants' grain, weighing 5 to 100 poods (of about 36 pounds each) mixed together and stored at adjacent warehouses of the ordinary kind instead of at the elevator proper, on condition that all such grain be cleaned. The board offered to conduct the whole operation and provide for the sale of the aggregate shipments at a proper price at other markets, and was willing to advance money from the municipal treasury at Yeletz at a rate of 75 to 80 per cent. of the market value of the grain. What has become of the plan and to what extent was the idea of such acceptance and storage of peasants' grain fulfilled remains unknown. But there are many good reasons to believe that the peasants' grain will never enter those warehouses any more than it enters the elevator. The main obstacle does not by any means lie in the dirtiness of the grain nor the shape of the shipment, but rather in the fact that the peasant takes his grain to market for immediate sale at any price bid.

Of course the eagle-eyed dealer watches the peasant at the market very closely. The dealer handles a great deal of very cheap grain, and can take all the advantages of his position for becoming a more or less regular customer and a good friend of the elevator, instead of a mortal enemy, when the elevator was expected to compete with him for the peasants' grain. Farmers seldom apply to the elevator for room. The majority of the elevator's customers are the local merchants, buyers, dealers, scalpers, throat-cutters and "the man with a scoop," just the people from whose claws the elevator was to redeem the peasant, and at whose mercy the house at Yeletz has been ever since its existence.

Another interesting peculiarity in the elevator business at Yeletz is that although there has been a grain grading system adopted and a special grain inspector appointed, whose duty it was to see that all grain was cleaned and graded, yet owing to local circumstances which kept the house in comparative idleness, the elevator has always had room enough for such shipments as might require separate storage. Consequently it was always possible for the shippers to have their grain stored and kept separately in spite of the rules for grading and cleaning. These rules became dead letters, and the grain, being kept in separate storage, lost its identity only in the books of the elevator. If the grain grading system were really practised, and not by document only, there would be no obstacle in the way of receiving small shipments of peasants' grain after cleaning until they aggregated half the capacity of a bin, according to the rules. But the fact is, the standard grades established by the elevator are of no significance whatever, even at

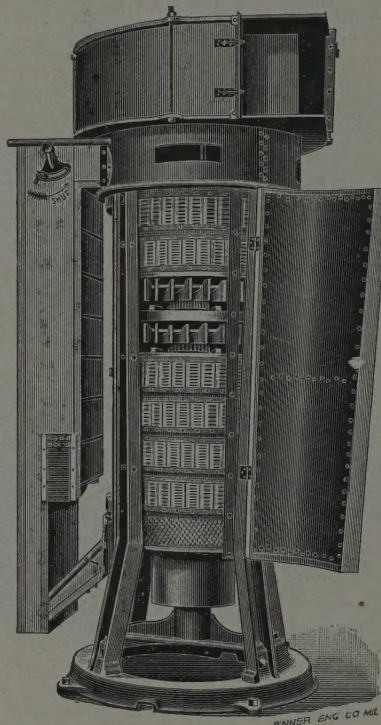
Yeletz; for the local grain exchange, as well as the trade, transacts no business on such basis, and they remain out of public use.

[TO BE CONTINUED.]

THE IRON PRINCE SMUTTER.

A machine that has been in existence for over eight years and which has made friends for itself in every grain elevator in which it has been placed must have many points worthy of commendation. The accompanying illustration represents a machine having such a record, the Iron Prince. The makers of the machine have constructed it on a principle entirely different from the old-fashioned smutter. It is built in nine or more sections, where every five inches in height there is a set of beaters forming a complete machine in itself. The grain is received on the first beater, which by its disk-like shape throws the grain against the case. It then passes on into the next section, where it is similarly treated, and so on down from one section to another, receiving seven inches of thorough scouring in each section.

The illustration shows the machine in nine sections. The scouring jacket or case is left off on the third and fourth sections in order to show the style of beaters



THE IRON PRINCE SMUTTER.

and the return plates between the beaters. The return plates discharge the grain from one section to another.

The bottom of the machine forming an open cylinder admits the air and expels it through the perforated cast steel scouring cases. It is then carried up into the fan, taking away all scourings, smut, etc., as soon as it is detached from the grain. The scouring case is made of hard cast steel staves and riveted onto iron bands, thus forming a separate jacket for each section. A smooth, perforated steel jacket is also made which is designed to be placed on each section. The machine can be run from the top as well as from the bottom to suit the convenience of the operator.

The Iron Prince is very substantially built and the hard steel cases are so constructed that they last a long time and scour well up to the last. It is not necessary for the case to have the roughness of a new machine in order that it shall work satisfactorily. There is almost nothing to get out of order and the machine has almost invariably proved itself a necessity wherever it has been used. It is manufactured by the Prinz & Rau Manufacturing Company at Milwaukee, Wis.

The AMERICAN ELEVATOR AND GRAIN TRADE and the *American Miller* will be sent to one address for \$2.50.

WEIGHING GRAIN IN MINNEAPOLIS.

The ninth annual report of State Weighmaster Charles M. Reese at Minneapolis has been submitted to the Minnesota State Railroad and Warehouse Commission. It gives in detail the report of the business of the Minneapolis weighing department for the grain year ending Aug. 31, 1894.

The force of the department numbers 48 employees, and the system now embraces every elevator and mill in the city, with the exception of the Phoenix Mill.

The report says: "There was a decrease in the total number of cars weighed during the past year as compared with the foregoing, of 28,710, and with the year ending Aug. 31, 1892, of 53,038. This is due to a partial failure of crops in the grain growing district that is tributary to this market, and as a natural consequence the receipts have been lessened in a corresponding degree.

"The expenses for the year were \$3,320.68 less than the year ending Aug. 31, 1893, and this lessening has been effected by furloughing a certain number of weighers each month without pay when the business would permit; still the total deficiency for the year reached the large figure of \$8,278.22. This has been occasioned by the fact that quite a number of the elevators did not handle a sufficient number of cars, and the weighing charges paid by them were therefore insufficient to pay for the services at these places. To avoid a continued deficiency, it therefore became necessary to take such steps as would insure against further loss, and accordingly the state grain and warehouse commission placed the fees for weighing for the coming year at 25 cents per car for all 'in' and all 'out' weighing. A material increase in receipts will thereby follow, and with the carrying out of your instructions of Aug. 20, 1894, to effect arrangements with elevators, at which losses had occurred last year, by which they be required to guarantee a revenue sufficient to pay the salary of the weigher employed thereat, will, it is expected, make the department self-sustaining.

"Notwithstanding the fact that the number of places at which we weigh has been increased, the number of employees is now less—due to the reason that at elevators where weighing is done in the cupola and helpers have been stationed on the ground floor, such service has, according to your instructions, been discontinued, and the men so employed have either been discharged or assigned to weighing. I regret that this system had to be abandoned, for the experiment was found to be in the line of improvement and greater efficiency of service; our financial status, however, made it necessary.

"The acknowledgment of shippers and receivers of the efficiency of the department I find as cause for congratulation, and as appreciative of our efforts to make it what it should be, of great efficiency and in which full confidence can be placed. To the men on the force, who, by constant watchfulness and care in the exercise of duty, have made the results obtained possible, great credit is due, and I take pleasure in commending them for the interest they take in the service.

"Before the inauguration of the state weighing department, which has now been in successful operation for nine years, the Chamber of Commerce had all the weighing in charge, because, by experience, it had been found that in a great grain market like ours a system of weighing, with attendant organization and rules, was simply indispensable. The necessity for it is as great to-day or greater than ever, and were the state weighing department to be dispensed with, it would have to be succeeded by the Chamber of Commerce or other organized body. It follows, then, when the operating expenses are not greater under state control than under private, that the former would be to shipper and receiver alike the most preferable, for all persons connected with the state service are appointed by the Railroad and Warehouse Commission, are entirely impartial, and are under heavy bonds and are sworn officers of the state. A glance taken at our office any forenoon when the same is thronged with the representatives of the railroads, elevator companies, millers, commission men and others desiring to obtain weights of cars received

and weighed the day previous, will demonstrate the usefulness of the department to those engaged in the business of receiving and shipping grain; and accustomed as business interests have now become to the conveniences afforded by the office in the matter of service and information, any irregularity or delay, should the same occur, would greatly discommode such interests. State certificates of weight are now generally demanded by the trade upon which payment and settlement are made; they are issued in large numbers, and the making of them occupies much of the time of the office force. They are supplied to anyone interested, free of cost, upon receipt of information at the office of number and initial of car and date of shipment.

"Shortages complained of are due to the following causes: Poor and careless cooping by shippers, pilfering and stealing from cars while in transit and at railroad yards and defective scales and facilities at points of shipment. As to the first cause, which is largely preventable, I cannot too strongly impress upon shippers the importance of looking after this necessity to safe shipment, and see, too, that every precaution is taken against shortages resulting therefrom and that cars are clean and dry and in good condition when loaded. Traces of lime and coal dust in cars not properly swept before loading are also productive of shortages, as these ingredients are highly objectionable to millers, and the cars cannot be thoroughly swept at point of destination on account of the presence thereof. Pilfering from cars is perhaps the most frequent cause for actual shortage; to prevent this evil our efforts are directed at all times, and with the full co-operation of the railroads and others interested, it can be largely suppressed.

"To cite this, I take the liberty to quote a letter from G. D. Rogers, secretary of the Chamber of Commerce:

"MINNEAPOLIS, MINN., April 28, 1894.

"C. M. Reese, State Weighmaster:

"DEAR SIR:—You are doing most excellent service in protecting property in the yards. If all interested were to give the matter equal attention, according to the special interest each should have in it, there would be less cause of complaint about pilfering from cars.

"Very truly yours,

"G. D. ROGERS, Sec'y."

"The system of state sealing has done much to improve conditions in this regard, as the cars being sealed immediately after arrival and inspection, the same opportunities are not presented as formerly when the cars were permitted to remain in the yards with open doors.

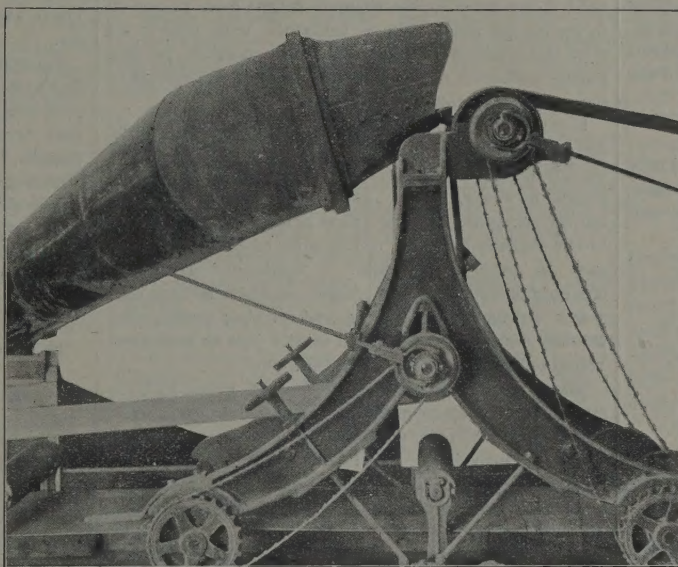
"That many of the shortages complained of are caused by defective scales and imperfect system and facilities at country points of shipment, and therefore unjustifiable, is frequently proven when several cars are shipped from one place and unloaded at different mills and elevators in the city and found to run more or less short at all of them. The evidence is clearly against the country shipper in such cases, as were the scales wrong at one place here they could not possibly be at all. The facilities for weighing with us are the very best, as we are in most cases able to weigh the whole carload in one draft and, with automatic registering devices as a guard against possible mistakes, the chances of errors are small as against the country elevators where a car of grain is weighed in many small drafts. Errors are sometimes made by us, but when discovered are quickly admitted and the shipper given his correct weight. In every instance where the error has been ascertained to have been made by a state weigher the loss to the shipper has been made good at the expense of the weigher who made it. Shortages complained of are carefully inquired into by the office and every means employed to locate a possible discrepancy and a full report of the result of the investigation is made to the complainant. As evidence in support of the claim we make for close and correct weighing, will say, that of the thousands of cars weighed from elevators to mills in this city, the average shortage per car is only from 20 to 30 pounds, and as we employ the same men and use the same fa-

cilities for weighing cars from country points, the results ought to be the same. No discrepancy in our scales or methods can long remain undetected on account of the constant 'out' and 'in' weighing of commodities upon which we have state weights at both ends.

"The department employs a scale expert of long experience, whose sole duty is to look after and test the scales and see to it that they are kept in proper order. At the present time we operate 165 large scales. Scales, to be reliable, must be well housed and properly taken care of and looked after at frequent intervals; the fact that they are correct on a small draft is not proof positive that they are so on a large one.

"When numerous complaints of shortage have been made from certain places in the country, and no error can be detected at this end, it has been the custom, under your instructions, to send our scale expert to such taken care of and looked after at frequent intervals; the fact that they are correct on a small draft is not proof positive that they are so on a large one.

"Summing the matter up, will say that we fully realize the great importance of our position as disinterested representatives of the state, and spare no



ROBINSON'S SELF-MOVING TRIPPER.

means in endeavoring to do full and complete justice between shipper and receiver.

"Inasmuch as all scales upon which we weigh are under the supervision of a state scale expert, I would recommend that provision be made by law exempting all elevators and mills from paying the customary fees to the city sealer of weights and measures.

"As in my former reports, I will lay stress upon the fact that more vigilance upon the part of railroad companies and others should be exercised, for it is a positive fact that they do not confine themselves to empty cars. This class of people is responsible for most of the actual shortages both upon 'in' and 'out' commodities and cause us a great deal of trouble. The railroad yards in this city are very extensive, are located mostly outside police patrol limits and in many cases unprotected and therefore offer ample opportunities to those who engage in the business of pilfering grain. Watchmen or special police should be engaged to patrol these yards which, no doubt, would in a great measure put a stop to the evil.

"I would also suggest the enactment of a law that whenever parties are found on track, among loaded cars where they have no business, carrying away grain in sacks, such act shall be prima facie evidence of the larceny of such grain. An act of this nature could, in my opinion, work no harm or injustice to an innocent party. We have made a number of arrests where the guilt of the arrested party has been morally certain, but, owing to technicalities in the law, have been unable to secure conviction.

"Total number of cars weighed into and out of elevators and mills were: Wheat, 124,524; corn, 9,705;

oats, 3,738; rye, 563; barley, 3,622; flax, 4,262; feed, 4,321; total, 150,735. Of hay, corn, oats, straw, rye, coal, screenings, feed, potatoes, wheat, rutabagas and millet there were weighed in the railroad yards 1,900 cars, making a grand total of 152,635 cars. Wagon loads not included in the above, 3,147."

ROBINSON'S SELF-MOVING TRIPPER.

There has long been a demand for a self-moving tripper, and D. A. Robinson of the Simpson & Robinson Company, the well-known firm of elevator architects and builders, has invented a new self-moving grain tripper that possesses a number of superior advantages. One man can easily move it from one end of the building to the other, or rather he can operate it. By means of friction pulleys, and link belt chains working over sprocket wheels on the ends of the tripper pulleys the conveyor belt is made to move the tripper along the track, so that the man on the distributing floor does not find it necessary to call up all the elevator operatives when he desires to move the tripper. It is provided with means for anchoring to track.

When building the annex to the National Elevator in Chicago, which is illustrated on the first page of this number, Mr. Robinson put in one of these elevators on trial, and it worked so nicely that Keith & Co. insisted upon all the trippers being self-movers. The Simpson & Robinson Company are now prepared to supply them for any elevator upon short notice.

THE SHORT SELLER.

Congressman Harter of Ohio in a recent speech on the anti-option bill said: Now, as to prices. My excellent and able and dangerously eloquent friend from Nebraska stated that the effect of dealing in options, etc., was to reduce the price of the article so dealt in. Now, sir, any page upon the floor of this House would say at once, "If this is true, then the markets in which option trading is carried on extensively would be the lowest priced, otherwise you are mistaken." The fact is, gentlemen, that the markets of the United States in which option trading prevails are the high-priced markets of the United States of America and of the world; and

when you think over the matter you can see that it could not be otherwise. What makes prices? Demand. What helps and greatly enlarges actual demand? Trading.

Now, the "short" seller comes in the House of Representatives of the United States for a great deal of blame. I admire the "short" seller. I sympathize with the "short" seller. I think the poor devil deserves sympathy. It is he who is always in the most dangerous position. He is like the man in a forlorn hope in time of battle. He cannot often hope to be a winner. In the first place he develops a new demand for the grain he sells, and that puts up the price of it. Why? Because in the first place he cannot sell unless there is a buyer, and by his own "short" selling he makes himself a positive and anxious buyer; later on he must be a buyer no matter whether he wishes to or not. In every time of disaster, in the hour of panic, in the midst of bank disturbances, who is it, I ask you, who maintains the prices of stocks, the price of cotton, the price of wheat and of corn? It is the "short" seller, and the "short" seller alone.

A wet day in Argentina has been talked of around the world. There is more fuss and gambling on this South American crop than the circumstances justify. It is a long way off and no information can be relied upon until the harvest is over. No one can tell if the private reports that reach us are interested, or not. There has been cabled as much bull talk as bear talk. The harvest is proceeding. Wait for results.—*Toledo Market Report.*

TO ARGENTINE.

A Chicago poet, too modest to disclose his identity, has given the grain trade the appended bit of verse, which appeared in the *Modern Miller* recently:

Argentine, my Argentine,
Southern beauty, rich and fair,
Every speculator's dream,
Olive skin and raven hair,
Are you, or do you only seem,
The gay coquette of every bear?

Argentine, my Argentine,
With graceful form and dainty feet,
Tell me, my own Argentine,
Have you raised much wheat?
Tell me truly, Southern queen,
What these conflicting cables mean?

Ruined all by rain and hail,
So we get the sad report,
Next—warmth and sunshine doth prevail,
And you'll have millions to export;
Tell me, Argy, fair and sweet,
Have you really raised much wheat?



[We invite correspondence from everyone in any way interested in the grain trade, or all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

AN EXPLANATION DESIRED.

Editor American Elevator and Grain Trade:—A new feature in the grain trade has recently been inaugurated at Newport News, Va., and it would be well enough to give it a thorough airing.

Certificates of weights furnished show the weight of the car and the grade of the grain, and in a lower corner are the mysterious letters "S. B. soft." Then come as mysterious figures ranging from two to four and five bushels with the odd pounds. One construction put on the letters is, sifting and blowing. The deduction from the original weight is carefully taken off for settlements.

To us this looks like a gouge and an imposition, and the grain trade is at least entitled to an explanation.

Yours truly,
Cincinnati, Ohio. MAGUIRE & Co.

CINCINNATI AND THE NATIONAL HAY CONVENTION.

Editor American Elevator and Grain Trade:—Cincinnati hay receivers and shippers are taking a lively interest in the coming national hay convention, which will convene at Cleveland, Ohio, on the 22d of this month. The Cincinnati market ranks among the largest shipping markets of hay in the country, and this industry shows a remarkable increase during the past year.

At a recent meeting of the board of directors of the Cincinnati Chamber of Commerce the following members, J. N. Wooliscroft, H. L. Early, W. W. Granger Jr., J. W. Ellis and Frank F. Collins, were appointed delegates to represent the Chamber at the Cleveland convention. This delegation has engaged quarters at the "Hollenden," and they will no doubt take an active interest in the deliberations of the convention.

COLLINS & Co.

Cincinnati, Ohio.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor master of the port of Tacoma, Wash., for the month of December, the total exportation of breadstuffs was as follows: Wheat, foreign, 710,464 bushels, valued at \$312,820; wheat, coastwise, 340,000 bushels, valued at \$146,200; flour, 31,473 barrels, valued at \$72,774. The inward registered tonnage was 46,608 tons, outward registered tonnage 53,988 tons; inward cargoes amounted to 4,638 tons, outward cargoes 57,321 tons.

The report for the ocean export commerce of the port for 1894 includes the following: Wheat, foreign, 4,165,497 bushels, valued at \$2,002,868; coastwise, 1,784,863 bushels, valued at \$830,077; flour 294,365 barrels, valued at \$736,903. Inward registered ton-

nage 594,456 tons, outward 538,966 tons; inward cargo tonnage 75,515 tons, outward cargo tonnage 629,548 tons.

SAMUEL COLLYER,

Secretary the Tacoma Chamber of Commerce.
Tacoma, Wash.

THE IMPORTANCE OF THOROUGHLY CLEANING GRAIN.

Editor American Elevator and Grain Trade:—The subject of cleaning grain is not a new one and it may be that your readers know a great deal about it. It is an important subject, however, and one which I think will bear discussion especially in these times when all means for operating the elevator profitably and successfully must be brought to the finest shade of perfection possible.

Not many years ago very little attention was paid to the systematic and thorough cleaning of grain by country grain dealers. His profits were large, the grain was not subject to a rigid inspection, and when all made a satisfactory profit it was generally the last handler of the grain who paid the most attention to its condition. Now it is different and we might exclaim, "How the times have changed." Profits are small and business is done on very close margins. The inspection rules are such that when a cargo of grain is exactly on a line between one of two grades it is given the lower grade. In this case a little more attention paid to the grain by the shipper might have placed it in the higher grade. It is certainly true that if we wish the greatest amount of profit possible we can hardly spend too much time or be too conscientious in preparing our grain for the market.

It is not a very difficult matter to determine the additional amount of money we can obtain for our grain by a thorough cleaning. The proportion of the increase, however, in the amount we receive by securing for our grain its best grade is large in comparison to the expense entailed in the work of cleaning necessary to secure the grade. I think there are many cleaning elevators at our large central markets and many engaged in cleaning and mixing grain who thereby secure a profit which might just as well have remained in the pocket of the shipper.

There is only one cereal that is killed by over cleaning. Barley is generally supposed to go to market in very much the condition in which it is taken from the grain field. With all other grain, however, a thorough preparation for the market is necessary and should have such a preparation in order to obtain the best results.

Yours respectfully,

L. S. PENTZER.

WHICH WILL BE SAFER?

Editor American Elevator and Grain Trade:—I have noticed from time to time in your journal hints on elevator building to country grain dealers who expect to build. These hints usually did not refer as much to the manner in which to build as to who should be employed. The idea seems to be that it is better to employ a professional builder of grain elevators than to award the contract to one who has had less experience. I am contemplating building a 50,000-bushel elevator and if I thought I could get a better house by consulting an architect of grain elevators than by intrusting to myself or to our city workmen, I certainly should not hesitate in giving him my contract. But if we intrust the erection of our stores, houses, etc., to country barn builders as they are called, why may we not intrust them with so important a work as the construction of a grain elevator? I am aware that utility, strength and resistance of materials enter largely into an estimate of a building which is subject to so much strain, yet I have perfect confidence in my own ability to construct an elevator after plans which I have seen followed in many good elevators, which at any rate will suit myself.

The point at which I have not arrived at any decision is, shall I have a better, more modern and, in the end, a cheaper elevator by seeking the aid of a professional architect than by using designs of my own? I will admit that in almost all other lines we are apt to give a specialist full credit for understanding his particular business better than anyone else. If our eyes are failing we feel safer in applying to a physician who has made the eye a special study than

to one who practises on all parts of the body. And I suppose that, following the same line of argument, a man who builds nothing but grain elevators can do a more satisfactory piece of work than one who turns his attention to building anything and everything.

I have not had a great amount of experience in the grain business, and the subject of building is at present having about all my attention. I shall at least have until spring to think the matter over, and if there are other readers of the *AMERICAN ELEVATOR AND GRAIN TRADE* who are revolving the same subject, I should be glad to learn their opinion.

Very truly,

OUT WEST.

SUGGESTS A GOLDEN MOTTO.

Editor American Elevator and Grain Trade:—We have just finished our 45,000-bushel elevator. A. Laidlaw & Co. of Toronto had the contract. The elevator is run by electricity, 500 volts, and we are quite satisfied with it. We are able to carry insurance at very low rates on account of having electric power. Our elevator is alongside the Canadian Pacific Railroad, north of Montreal. We have an equipment of the most modern machinery, including three roller mills which we got from Minneapolis. The Canadian Produce Company was organized one year ago, and was compelled to build this elevator this year on account of a large increasing of business. We are restricted to local or provincial trade for the present. There are three warehouses alongside the new elevator.

Speaking of your excellent journal, the *AMERICAN ELEVATOR AND GRAIN TRADE*, you ought to print in gold your words on page 176 in the November issue that "grain should be bought and sold by the hundred pounds," and everyone ought to impress it on the public mind. Why, even in this province of Quebec, where a large majority of the population is of French descent, we have not yet been able to secure that most perfect *metrique* system of old France. Hoping that you will carry by and by the golden motto, I remain

Yours truly,

THE CANADIAN PRODUCE COMPANY,
Mile End, Quebec. R. Auzias Turenne.

A WAIL AGAINST THE CONSIGNEE.

Editor American Elevator and Grain Trade:—In the December issue of your valuable journal I noticed and was interested in the remarks of the firm of H. H. Carr & Co., which remarks Mr. A. T. Brown seems to view with much disfavor. Some of Carr & Co.'s statements I entirely agree with. So would Mr. Brown if he had had some of my experiences with the class of unreliable commission men.

I do not believe in a "farmers' co-operative shipping association" (perhaps because I am not a farmer); that's a neat scheme to attract business to the commission firm of H. H. Carr & Co. But I do think that we country shippers, who are the support of the city commission man, and the mainstay of his colleagues at the Board of Trade, ought to possess some kind of an assured basis in our dealings with and through him. References, nowadays are cheap and rather a drug on the market.

If a country shipper consigns his grain to a commission house what assurance has he that he will ever get a return? This commission man is a private individual in a public trust. If he swindles a dozen of his country customers and skips out, the only redress is what the courts afford; if he fails his liabilities will seek the assets a long time before they find any. His capital, investments, risks and profits are with the shipper and his little shipment. One protection the shipper has. He can demand, and should, that security, rather than references be given.

The article previously referred to says that "the present system for transacting business, on the various Boards of Trade, has been perfected through the experience of business men for ages, and antagonism toward the so-called option or future trading is through it not being understood rather than because of any harm to the producer."

To my mind this statement shows the concern of Board of Trade men over the indications that the country trader and the outside speculator is becoming weary of their heads-I-win, tails-you-lose game. Two fundamental traits of human nature are the instinct for speculation and self-preservation. They balance

each other in the commercial world. The no risk of speculation is offset by the no gain of self-preservation. So outside speculators now, as a rule, shun the path of glory that leads to the Board of Trade and a commercial grave.

Time was when the outsider was given some show. But lately the professionals have not expected the outside man to sell anything, so they fix everything to entice him to buy. And this is where the commission man comes in again. I do not believe nor say that all commission men do so, I make the statement offhand, but I know there are commission firms in the cities who do not pretend (except to the country shipper) that they are executing orders in the regular manner. I said the outsider was not expected to sell. Of course he has to sell sometime; and the professionals make it easy for him to do so by scaring him into it.

Now let the Board of Trade men of Chicago and Minneapolis and other large grain centers ask themselves what the effect of this is since they have learned the cause. But need they ask? The effect is already apparent, and they may as well go into sack cloth and ashes for the defunct outside speculator—no, not dead, but gone hence.

ONE OF 'EM.

[If the writer of the foregoing will consign to one of the many honest and reliable commission men and attach a draft to his bill of lading, he will be able to collect more than half the pay for his grain before it is sold and before the commission man gets charge of it. The consignor does not take as great risk as does the consignee and is not imposed upon so often as is the latter.—ED.]

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—The past month has not been very different from those preceding as far as business is concerned. Still trade in millfeeds has improved and St. Louis stuff has advanced about 50 cents per ton the last few days, caused, it is reported, by the shutting down of some of the mills. The receipts and exports for December, 1894 and 1893, are as follows:

RECEIPTS FOR DECEMBER.

Articles.	1894.	1893.
Cotton Seed Meal, tons.....	800	922
Corn, bushels.....	790,665	965,853
Wheat, bushels.....	716,672	792,070
Oats, bushels.....	289,475	509,681
Rye, bushels.....	1,050	3,810
Mill Feed, tons.....	3,323	3,535
Oatmeal, sacks.....	4,327	4,266
Oatmeal, barrels.....	6,708	5,262
Cornmeal, barrels.....	5,886	11,251
Malt, bushels.....	79,565	104,417
Barley, bushels.....	50,369	65,596
Hops, bales.....	1,273	2,564
Peas, bushels.....	7,898	7,666
Buckwheat, bushels.....	500	6,261
Flour, barrels.....	119,547	134,365
Flour, sacks.....	220,733	207,930
Hay, cars.....	1,691	1,548
Straw, cars.....	127	102

EXPORTS FOR DECEMBER.

Articles.	1894.	1893.
Wheat, bushels.....	522,250	531,416
Corn, bushels.....	92,944	636,106
Oats, bushels.....	14,552	9,199
Peas, bushels.....	3,401	3,144
Barley, bushels.....	.....	1,587
Buckwheat, bushels.....	.....	.....
Cornmeal, barrels.....	7,152	6,261
Oatmeal, barrels.....	6,455	1,232
Oatmeal, sacks.....	3,850	2,455
Flour, sacks.....	45,574	37,200
Flour, barrels.....	246,652	94,307
Mill Feed, bags.....	17,837	8,542
Hay, bales.....	14,096	86,686
Straw, bales.....	.....	.....

The usual sham battle with samples, etc., on the last day of the year was done away with for 1894, and instead a fine professional variety performance was given in the Board room under the excellent management of E. C. Paul and Al. Fisher of Fisher & Wise.

The programme was headed "Good Bye to 1894," "Bad Luck to It." This seemed to be the prevailing opinion. Mysterious looking tickets were handed slyly amongst the audience, stating that the holder's presence was desired by the committee in room 729 on the seventh floor. The ticketholders supposed they were let in on the inside racket, but after looking in vain for room 729, they knew they had been fooled, as they had been many times in business during the

year, for there is no room of that number in the building.

G. W. Eddy of C. F. & G. W. Eddy, grain and hay dealers at Boston, was married December 11 to Miss Bertha M. Clark of Northampton, Mass. Aaron King has succeeded Ingalls & King, grain dealers at Claremont, N. H.

The firm of Baker, Hale & Co. at Providence, R. I., was dissolved December 31, Geo. T. Baker retiring. Wendell P. Hale continues the business under the firm name of W. P. Hale & Co. The firm of Sands, Page & Taylor, flour and produce dealers of Boston, was dissolved December 31. Kilby Page has ceased to be an active partner, while Sands, Taylor and Wood as active partners and Kilby Page as special partner, continue the business under the firm name of Sands, Taylor & Wood.

Henry Jennings, author of Jennings' Code, with Richardson & Co., was assaulted at his home in Dorchester on the night of December 27 by three thugs, who beat and kicked him until he was unconscious. Mr. Jennings does not know the names of his assailants nor their motives.

The Davall Grist Mill at Easthampton, Mass., was destroyed by fire December 20. The loss is estimated at \$10,000, with insurance of \$7,500. It will probably be rebuilt.

BUNKER HILL.

A MOOTED POINT DECIDED.

Editor American Elevator and Grain Trade:—We have purchased at assignee's sale the Oxford Steam Elevator at Oxford, Ind., and will conduct the business at that place.

We inclose a notice of the decision in the suit which has been pending since 1891 between A. Wolcott of Wolcott, Ind., and the Panhandle Railroad Company. This must settle the question as to whether railroad companies can act as public carriers and refuse to furnish cars without being liable for damages. We take the following from a daily paper:

"A suit in which Anson Wolcott obtained judgment against the Panhandle Railroad for damages occasioned by the failure of the railroad to furnish cars for shipping grain, which was affirmed in the Supreme Court January 12, was tried in the Circuit Court at Logansport, Ind., in 1891. The trial of the case required three weeks and resulted in a verdict in favor of the plaintiff for \$12,532.77. The suit was brought by Anson Wolcott, who deals extensively in grain on the state line division of the Panhandle, for damages resulting by reason of the company failing to furnish sufficient cars to transport grain, hay, straw and other products to the Eastern markets, including many of the seaboard cities, and that by reason of this failure the value of farm products stored in his warehouses at Wolcott, Remington and Seaford greatly depreciated before the products could be marketed. Other damages resulted in the way of increased insurance, shrinkage and overcharge of freights. On the trial of the case it was alleged by Wolcott that the Panhandle was the only line over which he could ship goods, that the company withdrew cars from the state line division and sent them to other competing points, and at this time had employed in Chicago agents engaged in soliciting freight from Western lines. The court held that railroads and other common carriers are bound to furnish ample facilities for shipping all freight tendered. The total judgment, including interest, aggregated \$15,312.97."

Yours, etc., R. G. & C. H. RISSEK CO.

Kankakee, Ill.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay aggregating 11,373 tons, valued at \$83,861, was imported during November, against 5,282 tons, valued at \$45,530, in November, 1893; and during the eleven months ending with November 123,278 tons, valued at \$999,034, were imported, against 91,793 tons, valued at \$843,397, imported during the corresponding months of 1893.

Of imported hay we exported none in November, against 84 tons in November, 1893; and during the eleven months ending with November 64 tons were exported, against 204 tons, valued at \$1,782, exported during the corresponding months of 1893.

We exported 5,745 tons of domestic hay, valued at \$83,242, in November, against 2,917 tons, valued at \$46,113, in November, 1893; and during the eleven months ending with November 51,665 tons, valued at \$817,407, were exported, against 35,889 tons, valued at \$572,428, exported during the corresponding months of 1893.

BRANDER'S WHEAT DEAL.

The man who spent \$11,000,000 of other people's money, nearly wrecked a bank, concluded a financial operation that startled the world, is now indicted for making a false report of the condition of an insurance company. George L. Brander conducted the great wheat deal of 1887, using the money, the securities and the credit of the Nevada bank at San Francisco, of which he was cashier. He confessed his loot of the millions and now for the first time is made public the statement of that confession and the relation of other facts about the wheat deal and the manner in which a financial panic was averted.

The inside history of the big wheat deal, published for the first time, shows that Brander put the Nevada bank in such a way that it stood to lose \$17,000,000 on the deal. The day the state of affairs was discovered there was only about \$300 left in the bank with which to commence the business of the day. The late James Flood, then the head of the Nevada bank, could see no way out and decided to have a receiver appointed. The necessary papers were drawn up when the California bank came to the rescue with \$1,000,000. Ex-Senator Fair had \$1,500,000 to spare and with that the bank was enabled to tide over the crisis. The wheat bought by Brander was gradually disposed of, and when the bank finally closed up the deal it was found that Brander's enterprise had cost just \$11,000,000. None of this enormous amount of money stuck to Brander's hands, and he was penniless when discharged from the bank. He engineered the deal merely for the glory he thought he would obtain as a financier. Flood wanted to get rid of him and gave him \$15,000 to leave the country. Brander did so, but went back and became the head of the State Investment and Insurance company. He is believed to be in Scotland at present.

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

Countries.	Month ending Nov. 30.		Eleven months ending Nov. 30.	
	1894.	1893.	1894.	1893.
United Kingdom.....	5,494,587	3,955,384	42,254,157	56,446,750
Germany.....	57,532	24,892	2,479,546	2,341,892
France.....	54,560	703,153	2,864,881	10,608,172
Other countries in Europe.....	611,398	1,569,436	13,691,957	27,014,242
Brit. North Am. Possessions.....	23,172	2,682	4,054,749	5,480,258
Mexico.....	3,117	2,465	5,644	9,363
Cent. Am. states & Brit. Hond.....	4,636	833	71,801	34,999
West Indies and Bermuda.....	.....	2,097	8,162	15,155
Brazil.....	.....	.....	90	16,048
Other countries S. America.....	.....	.....	2,034	5,828
Asia & Oceania.....	1,567	949	21,521	11,212
Africa.....	.....	.....	9,801	372,586
Other countries.....	.....	.....	52	.....
Total bushels.....	6,250,569	6,261,391	65,465,295	102,356,005

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending Nov. 30.		Eleven months ending Nov. 30.	
	1894.	1893.	1894.	1893.
United Kingdom.....	810,439	1,767,573	17,765,733	17,306,795
Germany.....	84,874	538,381	7,016,131	6,903,329
France.....	2,735	18,138	1,561,987	1,563,199
Other countries in Europe.....	114,215	869,916	7,245,599	7,790,191
British North Am. Possessions.....	141,680	223,022	3,667,111	11,661,702
Mexico.....	5,633	11,445	226,536	2,423,643
Cent. Am. States & Brit. Hond'rs.....	11,435	11,482	330,345	158,439
Cuba.....	1,706	149,021	832,496	1,007,308
Puerto Rico.....	.....	400	15,590	17,989
Santo Domingo.....	460	.....	4,437	947
Other West Indies and Bermuda.....	53,012	53,460	587,017	527,902
South America.....	7,973	1,592	112,984	385,546
Asia and Oceania.....	1,263	282	10,184	16,761
Other countries.....	600	.....	5,157	3,612
Total bushels.....	736,075	3,644,712	39,381,307	49,767,367

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

No. 8. Grain Transfer Car Wanted.—We would like the name of some firm that is building a transfer car for transferring grain. We would like to investigate such with a view to purchasing if the investigation proves satisfactory.—SUFFERN, HUNT & Co., Decatur, Ill.

No. 9. Plans for Small Elevators Wanted.—We contemplate building a small grain elevator of 10,000 to 15,000 bushels' capacity, and may possibly make it 25,000 bushels. Can someone give us the names of parties who will give us information as to plans, etc.? We have mislaid or destroyed a small pamphlet issued by builders of elevators showing sketches and giving prices of elevators of various capacities. We would like information as to who issued the pamphlet and where we could get it.—JIPSON, CARTER & Co., Blissfield, Mich. [Ans.—For the names of reliable elevator builders consult the advertising pages of the AMERICAN ELEVATOR AND GRAIN TRADE.—Ed.]

No. 10. Weight of the Quarter.—What is an English quarter of grain? I have been told by some that it is 8 bushels, and others say it is 9½ bushels. Is grain always quoted by quarters in Great Britain?—R. A. Q. [Ans.—An English quarter of grain sometimes means a quarter of an English ton of 2,240 pounds. A quarter of wheat, maize and beans is 480 pounds, of barley 400 pounds, of oats 340 pounds, of peas 540 pounds. In England quarters are generally used where cargoes are bought and sold, but in quoting prices the Liverpool Board of Trade employs the hundredweight, and transactions are by the hundredweight instead of by the bushel as in America. The British hundredweight is 112 pounds, one-twentieth of a ton. The most sublime inconsistencies are found in the English weights and measures.—Ed.]

COMBINATION OF BROOKLYN WAREHOUSES.

"The Brooklyn Wharf and Warehouse Company" is the title which it is proposed to give to a monster warehouse consolidation corporation, the plans for which are nearly completed. All the storage warehouses, docking facilities and elevators in Brooklyn will be controlled by the corporation, if the plans of its inceptors do not miscarry.

Thomas A. McIntyre is said to be slated for president of the company, David Dows Jr. and J. S. T. Stranahan, vice-presidents, and William A. Nash, treasurer. The capitalization of the company is as follows:

There will be \$20,000,000 of first mortgage 5 per cent. fifty-year gold bonds, \$5,000,000 of 6 per cent. cumulative preferred stock and \$5,000,000 of common stock. These securities will be used to pay for the properties acquired, and will also supply a working capital of \$500,000. The directors of the company are J. S. T. Stranahan, Alexander E. Orr, William A. Nash, David Dows Jr., Franklin Woodruff, George H. Southard, H. E. Nesmith Jr., Martin Joost, William H. Force, Theodore A. Havemeyer, E. F. C. Young, Thomas J. Pierrepont, Thomas A. McIntyre, George W. Young, Samuel Taylor Jr., Francis D. Beard, Leonard J. Busby and Timothy L. Woodruff.

The properties consolidated are as follows: Atlantic Dock piers, Dow's and Columbia stores, Woodruff's stores, Nesmith stores, Erie Basin stores, Commercial stores, Pierrepont stores, the Empire, Fulton, Martin's, Watson and Harbeck's stores, Watson elevators, Robert, Mediterranean, Prentice, Board's Amity street, Robinson's Congress and Union stores, United States warehouse, Franklin McCormick, Clinton, Stranahan's, Lambeer's, Excelsior, Finley, Pinto's, German-American, Merchant's, New York Warehouse and Beard's Erie Basin stores.

The plant of the projected company will consist of 264 brick warehouses, with a floor area of 9,390,000 square feet, a water front of two and three-quarters miles, bulkheads of four and nine-tenths miles, thirty-

five covered piers of 1,159,898 square feet, storage yard with an aggregate area of forty acres, and sixteen grain elevators of a daily capacity of 1,000,000 bushels and a storage capacity of 20,000,000 bushels.

Mr. McIntyre recently said that he hoped to succeed in carrying the scheme through, believing it would be of great good to the business of the port.—*New York Produce Exchange Reporter.*

MEETING OF IOWA GRAIN SHIPPERS.

The Grain Shippers' Association of Northwest Iowa, of which T. M. C. Logan is president and F. D. Babcock, secretary, held a meeting at Onawa, January 1. The meeting was well attended and the principal subject of discussion was the demand of the railroad companies, now pending before the board of railroad commissioners, for an advance in the state schedule of rates. Ex-Senator T. M. C. Logan, president of the association, stated that it was the Iowa market which permitted the high price of corn in such counties as Monona, where a fair corn crop was raised last season, to be paid by shippers. In some cases, he said, the price was 10 cents a bushel higher than could be paid for corn for shipment to Chicago. The sentiment of the meeting of the Grain Shippers' Association is reported to be emphatically against the advance of any Iowa commissioners' rates. Others made short speeches and the meeting was harmonious.

A committee was appointed which reported the following resolutions emphatically protesting against any action of the board of railroad commissioners toward raising the Iowa schedule of maximum rates. These resolutions were unanimously adopted:

WHEREAS, We view with alarm the deperate effort that is now being made by the great trunk line railways to induce the Iowa railway commissioners to raise the rates of the state. And

WHEREAS, Such raise is not demanded by any sense of justice or reasonableness and is in opposition to the wishes of the people of Iowa. And

WHEREAS, A raise in rates as proposed would prohibit local shipments of hay, corn and other articles from points that have surplus crops, to the less favored portions of our state, and thereby add to the distress now existing on account of short crops. And

WHEREAS, Six years' experience has demonstrated that the rates are remunerative to the railroads and fair toward our people, and has resulted in increased tonnage and larger revenues to the trade.

Resolved, As the sense of the Grain Shippers' Association of Northwest Iowa, speaking for the farmers and shippers of the northwestern part of the state, that such raise in rates is entirely uncalled for and unfair, and would be an outrage upon our people, especially in this hour of need. And we enter our united protest against any raise in rates now or hereafter, as the railroads have failed to sustain the charge that the rates are not remunerative, and we are satisfied the records will show the roads have been well paid for shipments under Iowa rates, and at the same time our people have protested against extortion and unjust discrimination by the rates in force in this state.

Following in the tracks of Illinois and Kansas grain shippers who have worked for and secured the enactment of laws providing for the placing of track scales at every station where 100 or more cars of grain are shipped annually, the Iowa association passed the following resolution:

WHEREAS, The railways have no facilities for weighing our shipments of grain, and order their station agents to collect freight charges for the marked capacity of cars, causing a great injustice and inconvenience to shippers. Therefore

Resolved, That we urge the legislature of Iowa to pass a law compelling the railway companies to put in a railroad track scale at each station.

The old officers were re-elected. The following were among those in attendance: T. M. C. Logan, president, Onawa; George Holbrook, Onawa; F. D. Babcock, secretary, Ida Grove; M. Murray, River Sioux; F. T. Campbell, Des Moines; F. A. Campbell, Des Moines; E. R. Yeisley, Woodbine; A. Herrig, Wall Lake; E. A. Abbott, Charter Oak; G. A. Elliott, Whiting; W. A. Conger, Galva; W. R. Challman, Galva; E. J. Edwards Jr., Marcus.

The next meeting will occur in three months, the president to name the place.

Hay shippers and receivers will hold a meeting at Cleveland, Ohio, January 22-23 to endeavor to remedy some of the evils of the trade. The question of a uniform grading will be discussed.

MIXING CLOVER SEED.

The *Evening News* of this city has published the following:

It is generally and erroneously supposed that clover seed, because of its peculiar color, is used in the manufacture of dyes. E. T. Caughey of the Board of Trade, a large dealer in clover seed, was asked if he had ever been spoken to on the subject, and replied that many had the wrong idea about it, though he could not understand how such an impression had fastened itself on the people. "It is used in dyeing, but not in the sense that the people understand it," he said.

"The cheapest clover seed comes from Southern Indiana and Southern Ohio. Their sun is hotter than ours; their clover fades. The seed raised through Michigan, and especially in the upper part of the state, is of a richer purple and dearer in price. We buy large quantities of the faded seed and color it by mixing in the Michigan and Wisconsin product. Thus we obtain, in liberal amount, and at comparatively cheap prices, the well-colored seed, for which there is a steady foreign demand."

We want to call attention to this frank acknowledgment, on the part of a member of the Board of Trade, of the system of mixing the clover seed of this state with a confessedly poorer quality obtained from others, and to point out the natural result of such sophistication. While the poorer seed from Ohio and Indiana is helped by the admixture, it brings no higher price to the farmers there. The higher price it brings after mixing is a part of the profits of the mixer. But in the case of the Michigan farmer who grows and markets clover seed, the result is somewhat different. His seed is the best known to the trade, and if sold unadulterated would command a higher price. But it is mixed with the poorer quality, and the price at which the adulterated article sells determines the price paid to the Michigan farmer for the unadulterated. So the Board of Trade dealer manages to get a profit out of both kinds sold—from one by improving it, and the other by deteriorating its quality, so as to lower its reputation and value.

As to using the seed for dyeing purposes, the Board of Trade man is somewhat in error. Clover seed was largely used at one time to "fix" certain colors in goods. New dyestuffs have been discovered which render its use unnecessary.—*Michigan Farmer, Detroit.*

STATE SAMPLER FOR WASHINGTON.

A wheat buyer of Walla Walla, Wash., indorses the appointment of a state sampler by the next legislature. This is one of the demands of the wheat growers of Oregon as well as those of Washington. In the discussion of the subject, a correspondent of the *Union* says:

"Any man of experience can tell good wheat or bad wheat, but when good judgment has to be used it is the time when the seller is sure to suffer, as private samplers employed by shippers will always turn the doubt in favor of their employers, and the seller, who may be 200 or 300 miles away, has no protection and is sure to be the loser. In fact, men who have been wheat merchants for years and of large experience, never know whether their wheat will be accepted for No. 1 or No. 2 before they hear from it. As it is, the whole state is in the hands of one or two men who has or have the power to decide against hundreds of men who are anxiously waiting to see whether their luck will be gain or loss, and I am satisfied that losses of many thousands of dollars result thereby by being unprotected in a want which this state so much needs. Let us have a man of good, sound judgment, who will protect both sides; who will do his duty, and who cannot be bought or sold, and this state will derive great benefit from it."

John W. Sproul of Liberty township, Indiana, recently brought to the local grain dealer samples of corn of which some of the ears measured 13 inches in length. The ears are well filled and solid and will run 75 bushels to the acre. Some of the shocks, which are twelve hills square, yielded four bushels and a peck to the shock. A shocking yield.

A GRAIN DEALER'S CHRISTMAS STORY.

F. I. King of Toledo says: The income tax will not be much of a burden upon most of the grain dealers this season. Toledo has handled considerable wheat, corn and clover seed, but on a less profitable basis.

The grain elevator capacity of the United States has been greatly increased the past few years. Chicago has increased its elevator capacity ten millions. The continued premium on futures has made it profitable to carry large stocks. Interior dealers and millers have also enlarged. They all fill their warehouses soon after harvest and generally protect themselves by selling futures. They are anxious to earn storage and the increased competition is materially reducing profits from this source. There are other sources of revenue, and public elevators in some markets have become a private snap.

The increased elevator capacity has helped to swell our visible stocks to the largest amount ever known. Europe has small stocks. They have found it unprofitable to carry large stocks, especially while ours are so enormous and only two weeks from them.

Low prices have ceased to be a novelty. Most dealers have become reconciled to them. December wheat since July has fluctuated here within a narrow range around 55 cents; a year ago it was about 65; two years ago about 75, while in 1891 it was around a dollar, owing to the supposed European shortage. The low prices have developed a demand for feeding wheat to animals. How important this is cannot be well determined before spring, when its effect on the invisible supply may be more apparent.

REDUCING THE FIRE RISK.

One of the chief considerations of the elevator owner and operator should be protection against fire. Coupled with this is the necessity for carrying adequate insurance on his property, and the obtaining of as low rates therefor as possible. The object of the elevator man should be to lessen his risk as much as possible, first, in the construction of his house, including the power plant; second, by taking all known precautionary measures, and third, by having a full equipment of fire extinguishing apparatus. An elevator using steam power should have the plant in a separate house, preferably of brick or stone, and at least five feet from the elevator. The shafting connecting with it should be so protected that there will be little danger of fire through friction. Where a gas or gasoline engine is used, unless there is special protection, all oil tanks should be located outside the engine room, if not outside the building itself. Electric light and power plants seem to be coming into use in elevators. When installed by those who understand their business the fire risk is materially lessened and insurance rates are low.

The proximity of elevators to railroad tracks is one of the greatest causes of their being undesirable risks. No elevator of any size or importance is nowadays built with a shingle roof. But it is almost as risky to leave the windows open. Probably the most prolific source of elevator fires is sparks from passing locomotives. In very warm weather it sometimes becomes necessary to open the upper windows. Unless the open windows are protected with fine wire screens this is the very worst thing that could be done. A single spark entering the window means an almost certain conflagration. It would be well to make it a rule to have all windows on the side next to railroads and at ends protected by screens.

With these precautions the liability of fire from exterior causes will be largely diminished, and the insurance rates will be found to decrease proportionally. But as great precautions should be taken against fire from the inside. Especially should the working end of the elevator be protected. Fire from friction is now comparatively rare. A journal which runs hot should be watched closely. The shafts should be kept in line and well (but not too well) oiled, and should be inspected occasionally for the sake of assurance. A belt grinding against a wall, scantling or spout will be very liable to induce a fire.

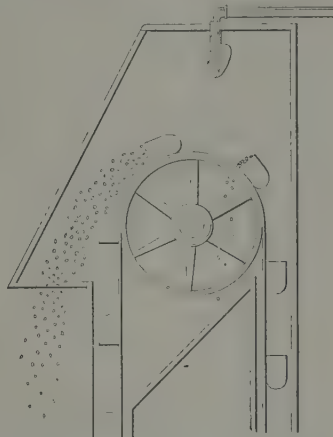
Fires originate in the shelling, cleaning and polishing machines. If an automatic sprinkler is placed

over each of such machines the danger of the fire spreading will be greatly lessened.

Probably the worst and at the same time the most frequent place of interior fires is caused by friction and the accumulation of dust and dirt in elevator heads. A slight sagging of the shaft in the elevator head may lead to such friction of the belt that fire is inevitable. This must be avoided by watchfulness. A proper construction of the head will lessen the liability of friction and fire. The head illustrated herewith shows one way in which cant boards are properly constructed. There will be no accumulation of grain or dirt in this head, as the sloping bottom retains no material that may drop from the buckets.

A fire in the elevator leg is sometimes unavoidable. If it once gets a headway it creeps up and up until it breaks out at the elevator head. The best apparatus for such an emergency is an automatic fire extinguisher in the head, as shown in the illustration. This is the most certain and only method of preventing such fires. If a fire commences in the leg the heat will bring the automatic extinguisher into operation. The water will scatter about the head and flow down both legs. Very little grain will be damaged, and very much may be saved.

It would be wise to have tanks or barrels of salt water together with two or more convex bottomed buckets stationed at different points of the house. Covered buckets may also be hung on hooks or placed on shelves at different places. But it would be better



ELEVATOR HEAD EQUIPPED WITH SPRINKLER.

still if chemical fire extinguishers were distributed throughout the elevator and automatic sprinklers suspended about in the more dangerous quarters.

The first endeavor of the elevator man should be to prevent a fire, the next to extinguish it. One cause of fires, which is hard to particularize and difficult to prevent, is through carelessness of employees. A snoozing foreman by an office stove, a smoking spoutman, careless engineer—all contribute to the aggregation of elevator fires, which seems to grow with the increase of elevators, instead of diminishing, as it should with our modern appliances.

A RETROSPECTIVE VIEW.

In reviewing the trade for 1894, J. F. Zahm & Co. of Detroit write: Our business has been satisfactory, although Detroit has not received her usual share of grain this year, on account of the strong elevator competition at Chicago. The total receipts of wheat at Detroit for the year were 4,988,456 bushels, against 8,810,454 bushels last year. Our total stock at present is 1,424,784 bushels, against 1,960,739 bushels a year ago. Comparing the price of May wheat with a year ago, it is to-day 7½ cents lower. Speculation during 1894 has been the lightest for many years. The market during the year has had its ups and downs same as usual, and we have had the usual reports of damage to crops, etc. In March there was a little flurry on account of reported damage, but it was soon forgotten. Then there was talk of small spring wheat acreage, and later dry weather. Then came the big railway strike, then corn went up a-flying, and then everybody talked wheat feeding, etc., etc., but in spite of all these things prices have declined and we have one of the largest visible supplies ever known,

and there seems to be plenty of wheat back in farmers' hands. They say "everything comes to him who waits," therefore the "bull" of '94 may be rewarded in '95 for his patience and pluck.

DOTS AND DASHES.

Japan has developed a variety of maize with leaves beautifully striped with white.

Corn cobs are being shipped to the Akron, Ohio, Smoking Pipe Company to be manufactured into pipes.

King Corn is making a peaceable but thorough conquest of a considerable portion of King Cotton's territory.

Four Polish boys with barb wire names were recently arrested for stealing grain from freight cars at Winona, Minn.

According to the accounts found in the library of Nebuchadnezzar, wheat cost about 10 cents of our money a bushel.

The Nebraska state legislature will provide for the sufferers in the western part of the state, where the effects of last summer's drouth is severely felt.

An Eastern road has ordered a number of grain cars built which shall carry 100,000 pounds each, in order to meet the competition of lake transportation.

Southern farmers are responding nobly to the call for help for stricken Nebraska. Many carloads of corn have been forwarded from the South to the West.

A crop report from North Dakota is to the effect that last season's Russian thistles developed nicely and the crop of seed is sufficient to supply the entire state.

Roumania furnished more corn to the corn importing countries of Europe last year than the United States, the figures being 48,000,000 bushels and 46,000,000 bushels.

The Kansas City Hay Dealers' Association has just published the constitution and by-laws and rules for weighing and inspecting grain, and is sending it to anyone on application.

The New York Times figures the probable total of wheat feeding at 125,000,000 bushels. The government's report puts it at 75,000,000 bushels. One guess is about as good as another.

According to the Minnesota Experiment Station the neglect to check the growth of smut in wheat in that state last year cost about a million dollars. A recent report says that during the present season the disease has increased very rapidly.

With the English hundredweights which are not hundredweights, with the quarter for every kind of grain, the Russian poods and numerous other unspeakable measures, is it not about time to adopt a world standard for measuring grain?

When hay is unloaded from the car how much different it can look from the sample! It often compels the commission man to make it up in small lots and sell at a loss. This is unjust. There should be better inspection and more safety in buying by sample.

The Union Grain and Hay Company of Cincinnati recently received a sample of rye that had been grown in Montana. It is said that while the quality was fine, the grain being about twice the ordinary size, there were only two carloads raised in the whole state.

A new plan for obtaining corn has been evolved by an Iowa schemer. The originator of the scheme advertises for samples of bushels of corn in the ear, freight paid, and offers as a prize for the best one a \$500 span of horses. As horses are cheap and corn dear, if suckers should prove to be plentiful, the "man with the scheme" would make a very satisfactory investment.

The Corle Oatmeal and Cereal Company of Kansas City, Mo., have missed 300 bushels of grain since last spring, and recently Isaac Peters was caught in the act of stealing oats from the company. Peters got ninety days. He is an old offender with a special preference for grain. It is thought that a gang is working in Kansas City and selling stolen grain to small dealers, otherwise fences.

IMPORTANT CHANGES IN RULES OF MILWAUKEE CHAMBER OF COMMERCE.

The Milwaukee Chamber of Commerce has adopted a rule governing public warehouses and warehousemen, which will be read with interest by everyone connected with the trade. The new rule was adopted December 26, and is known as Rule XXXI. It is as follows:

SECTION 1. It shall be the duty of every warehouseman, corporation or firm operating a warehouse made and declared regular by the Board of Directors with the approval of this Chamber of Commerce to receive for storage any grain or flaxseed that may be tendered to said warehouse, in the usual manner in which such warehouses are accustomed to receive the same in the ordinary course of business, not making any discrimination between persons seeking to avail themselves of such warehouse facilities; such grain or flaxseed in all cases to be inspected and graded by the duly authorized inspector, and to be stored with grain or flaxseed of the same grade received at the same time, as near as may be as to the time of being received. In no case shall grain or flaxseed of different grades be mixed together while in store, but if the owner or consignee so request, and the warehouseman consent thereto, his grain or flaxseed of the same grade may be kept in a bin by itself apart from that of the owners of other grain or flaxseed, which bin shall thereupon be marked and known as a separate bin or special bin. If a warehouse receipt be issued for grain or flaxseed so kept separate, it shall state on its face that it is in a special bin, and shall state the number of such bin, and no grain or flaxseed shall be delivered from such warehouse unless it be inspected on the delivery thereof by the duly authorized inspector of grain or flaxseed. Nothing in this section shall be so construed as to require the receipt of grain and flaxseed into any warehouse in which there is not sufficient room to accommodate it or store it properly, or in cases where such warehouse is necessarily closed.

SEC. 2. The proprietors and managers of such warehouses shall be in unquestioned good financial standing and credit.

SEC. 3. Such warehouses shall be so situated that they can be conveniently approached by vessels of ordinary draught, and by wagons.

SEC. 4. They shall be provided with appliances for the convenient and expeditious receiving, handling and loading of grain in bulk, into vessels, cars and wagons.

SEC. 5. The proprietors or managers of such warehouses shall honestly and cordially cooperate with such system of registration of warehouse receipts as may be established by the Board of Directors of the Chamber of Commerce, and furnish to the registrar all needed information to enable him to keep a correct record and account of all grain, together with the grade thereof, received and delivered by them daily, and of that remaining in store at the close of each week.

SEC. 6. The proprietors or managers of such warehouses shall promptly, by the proper publication, advise the trade and the public of any damage to grain or flaxseed held in store by them, whenever such damage shall occur to any extent that will render them unwilling to purchase and withdraw from store, at their own cost, all such damaged grain.

SEC. 7. The Board of Directors of this Chamber of Commerce may, if it think advisable, require a duly authorized inspector to so supervise the storage and distribution of grain and flaxseed in any or all regular warehouses, that no discrimination or selection can be made in the quality or grade of grain or flaxseed, in the delivery of such grain or flaxseed from common bins, but in delivering out from such common bins the grain or flaxseed that has been longest in store shall be delivered.

SEC. 8. All proprietors or managers of regular warehouses shall be and are hereby prohibited from receiving grain on consignment in the city of Milwaukee, after the first day of January, 1895, and if any consignment be made to them, or to any elevator or warehouse operated by them in said city, such consignment or consignments on arrival they shall turn over to such commission house for sale as may be designated by the shipper of such consignment, provided that neither such warehouse proprietor or manager, or any member of the firm of company of such warehouse proprietor or manager, shall have any interest in such commission house.

SEC. 9. All proprietors and managers of regular warehouses shall be and are hereby prohibited from purchasing grain at country points or from dealers at country points, but they may buy in the markets of the cities of Superior, Duluth, St. Paul, Minneapolis, Omaha, Kansas City, Milwaukee or Chicago, provided that in case any such proprietor or manager of any regular warehouse, who may prior to the first day of January, 1895, make application to have a warehouse made regular, have pending contracts or leases at country points, or ownership of warehouses at country points, such party may be permitted by the Board of Directors to buy grain at such country points until the first day of August, 1895, or until such con-

tracts expire, if they expire sooner than August 1, 1895. And in case of the ownership of any country warehouses which the said proprietor or manager of a regular warehouse may not have been able to sell or lease after the first of August, 1895, it shall be discretionary with the Board of Directors to permit said proprietor or manager of such regular warehouse to continue buying at such country warehouse for such further time as the Board of Directors may permit.

SEC. 10. The proprietors or managers of regular warehouses shall be required to sell their regular contract grades of grain or flaxseed stored in said regular warehouses in the Milwaukee market only, and shall not ship any grain or flaxseed on their own account from any regular warehouse of which they are proprietor or manager, except such grades as are denominated and understood to be off grades or uncleaned grades, provided, however, that the Board of Directors of this Chamber of Commerce may upon application grant to such warehouse proprietors or managers the privilege of shipping such quantity of the contract grades of all grain or flaxseed from their warehouses as will sufficiently relieve such warehouses from being overloaded, or as will maintain the condition of such grain or flaxseed.

SEC. 11. Warehouse receipts issued by warehouses now or regular hereafter declared regular by the Board of Directors with the approval of this Chamber of Commerce shall be regular for delivery on contracts under the rules of the Chamber of Commerce so long as said warehouse shall continue to be a regular warehouse, but the term for which any warehouse is declared to be a regular warehouse to issue such receipts shall be limited to and expire on the first day of August in each year. No receipts issued on grain after the first day of August in any year in any warehouse shall be regular for delivery under the rules of this Chamber of Commerce after that date unless the warehouse upon which they have been issued has again been declared a regular warehouse for the ensuing year by the Board of Directors with the approval of the Chamber of Commerce, provided, however, that the receipts issued before the first day of August in any year upon warehouses which have been regular warehouses to that date, but which have not been declared regular for the succeeding year, shall be regular for delivery upon such contracts for six months after the said first day of August: but nothing herein shall prevent the Board of Directors from declaring any warehouse or the receipts thereof irregular at any time for violation of or non-compliance with the laws of this state or any of the rules of the Chamber of Commerce or the regulations or requirements of the Board of Directors in behalf of such rules.

SEC. 12. No warehouse shall hereafter be made regular by this Chamber of Commerce until the proprietors or managers of such warehouse shall have filed with the secretary of the Chamber of Commerce a bond with sufficient sureties in such sum and subject to such conditions as may be required by the Board of Directors under or in furtherance of the rules of the Chamber of Commerce and the regulations and requirements of the Board of Directors in reference to warehouses and for the security of the public.

SEC. 13. Proprietors or managers of all warehouses now regular are hereby required before the 8th day of January, 1895, to file with the secretary of the Chamber of Commerce a bond with sufficient sureties in such sum and subject to such conditions as may be required by the Board of Directors under or in furtherance of the rules of the Chamber of Commerce and the regulations and requirements of the Board of Directors in reference to warehouses and for the security of the public.

SEC. 14. Any important change in the conditions of any regular warehouse or rates of storage or disregard or evasion of the above requirements shall at any time be a sufficient cause for declaring any such warehouse no longer a regular warehouse within the meaning of the rules of the Chamber of Commerce.

ADULTERATION OF CLOVERSEED.

Consul Campbell at Newcastle, England, has called attention to a notice published in a newspaper in that city purporting to give the results of the inquiry by the Ontario agricultural station into the quality of American cloverseed. The article states the seed is the most impure in the market, containing no less than 9 per cent. of weed seeds, mainly sorrel. In six pounds used to plant an acre there were no less than 700,000 weed seeds. Crushed and dyed quartz is also used as an adulterant. In view of these facts the paper warns farmers to be careful in their purchases of American cloverseed. As the United States exported in the last nine months over 130,000 hundredweight of such seed, valued at \$2 6s. per hundredweight, the consul thinks the department should be informed upon the matter.

It is reported that a farmer at Pilot Grove, Ill., had 500 acres in corn last summer which yielded on an average of 79 bushels per acre.

SCREENINGS.

"Cheer up, old man," said the bear to the bull, "you never can tell what's in store for you."

Kansas appears to have made up its mind to produce more wheat and fewer cranks next year.

Can a fellow who has a bad habit of kissing girls in the hay field be properly called a hay-rake?—*Hay There.*

"I can bear this no longer," said the bucketshop keeper, as the markets took a turn; and he locked his front door.

"Paw," said Jamie, who was reading of a bucketshop failure, "what does insolvency mean?" "My son, insolvency is a long word for a short condition."

"Did I understand you to say that Thompson was a farmer?" "Good gracious, no! I said he made his money in wheat. You never heard of a farmer doing that, did you?"—*Indianapolis Journal.*

Scientists are telling us that the canals on Mars are doubling. We do not know that a special election was held for the purpose, but it is evident the Marsians are trying to compete with America's schemes in that line.

"Excuse me, Brother Brown," said the grain dealer to the elder, "I never talk shop on Sunday." Brother Brown had innocently asked him when he had first received light and had been arrested on his erring weighs.

"I'd be afraid to allow my son to work in the Board of Trade office," said the farmer, "but he says they's no danger. Shakspeare and Milton did and they're full of quotations yet, he says, and didn't come to no bad end."

"Henry," she said thoughtfully. "What is it?" responded the worried business man rather shortly. "I wish you could rearrange your business a little bit." "How?" "So as to be a bear on the exchange instead of at home."—*Judge.*

OPPOSE NEW INSPECTION AT SUPERIOR.

A circular signed by the Globe and the Superior Terminal Elevator companies will be read to the Wisconsin legislature when a bill will be introduced through the influence of the millers of West Superior, Wis., for a Wisconsin state inspection of grain instead of the Minnesota state inspection, which is now in use in Superior. The circular says Wisconsin inspection would be detrimental to Superior elevator systems. The circular, which is as follows, is an unexpected opposition:

"The undersigned, who are owners of elevators and mills located at West Superior and Superior, understand an effort is being made to place the inspection of grain under the supervision of some authority created by the state of Wisconsin. We are satisfied with the present inspection, that under the state board of railroad commissioners of Minnesota.

"Because the grain is bought in the country under the inspection of the members of the Minnesota state board.

"Shippers would not send grain to a market where it would be inspected under different rules from where bought.

"Our chief competitors, Duluth and Minneapolis, are operated under those rules.

"Two boards of inspection at the head of the lake would come in conflict and as a result grades would have less value in Eastern markets.

"We are compelled to trade upon the Duluth board to protect our purchase because the wheat we buy there is recognized for delivery.

"We are of the opinion that if a new law was passed to compel us to use an inspection other than that used at Duluth it would give Duluth advantage over us; these grades being known the world over we could not compete.

"The move is not desired by the grain trade, and the only object we can see for its inauguration is to secure positions for a few inspectors. We feel that we are the interested parties and protest against any move so detrimental to our interests."

PRESIDENT W. T. BAKER AND HIS POLICY.

The Chicago elevator men succeeded in making only a slight protest against the recent re-election of William T. Baker to the office of president of the Chicago Board of Trade, but they showed quite plainly that they are still looking out for their interests as closely as possible. The new president is strongly anti-elevator, and opposed to public warehousemen being private grain dealers. He believes that the two interests should be kept entirely separate, and that the Board of Trade should oblige the elevators under heavy penalties to cease trading in grain and confine their operations merely to the warehousing of grain.

Mr. Baker at one time proposed that elevator receipts should not be regarded as regular when the persons issuing the receipts were also dealing in grain.

The annual meeting of the Board of Trade was held January 14, and Mr. Baker in his inaugural address said: "The business of this Board has suffered from evils distinctly local and that do not operate elsewhere. Bucketshop dealing has so honeycombed the trade as to seem ineradicable, though this association is furnishing the bucketshops that without which they could never have started and without which they cannot exist. The capital in trade of bucketshops is official, continuous quotations which you only can supply. Business would go on in your exchange if no quotations ever left the floor, but no bucketshop can run an instant without your quotations. To be of value enough to bucketshops to attract victims the quotations must be not only continuous but official. However simple-minded a man must be who ventures in a bucketshop, he will not long trust himself to the tender mercies of swindlers who could and would make figures to suit themselves in robbing their patrons. The various gambling devices in pool rooms or elsewhere in this city should not be confounded with bucketshop uses of your quotations. While you permit an additional attraction to the habits of gambling resorts which adds nothing to your credit, the greatest wrong is done throughout the country, where patrons fail to distinguish between bucketshop thieves and honorable business establishments. The city gamester sees only a wager and may be as willing to bet on your quotations as on anything else that has an uncertain future. The customers of country bucketshops, on the other hand, believe their transactions are legitimate and are made on the Chicago Board of Trade. This Board once tried the experiment of discontinuing supplies to bucketshops. Was your business better while that experiment was operating or since it has been discontinued? I ask you for an expression on this subject at this meeting and recommend that your directors be authorized to discontinue the present plan of supplying continuous official quotations of our markets. I am aware of the possible embarrassment of again making this arrangement acceptable owing to the unequal use of private telegraph wires by members, but think I may pledge the directory that this discretion, if given them, will not be used to your disadvantage.

"Next to the incubus of the bucketshops is the tyranny of the elevator monopoly, which from a fair and legitimate beginning has grown to such proportions within your association as to threaten its very existence. And it is a broader question than the survival of the fittest among groups of business men and interests in this exchange. It concerns every merchant and every common carrier engaged in the great commerce of this city, and every farmer who contributes to make that commerce possible. The warehousing of grain is only an incident in its transit from producer to consumer. Its natural and healthy function is in accepting on storage the overflow of the season of freest movement that the channels of commerce may not be clogged or obstructed, and safely caring for the same while waiting a demand. But in Chicago the accumulation and storage of grain have come to be the chief end and aim of potential and dominating forces. The alliance between railroads and elevators has resulted in reaching out after millions of bushels not naturally tributary to us, and when gathered here, preventing it by such tricks of trade as you are familiar with from ever getting away again as long as storage can be collected on it. This policy has resulted in such stagnation of grain here

as to depress prices to the lowest point in history. For it is not the Chicago stock alone that this market has to carry. Its very volume invites dealers in every market in the world to make sales here against holdings elsewhere, which they would not dare to do but for abnormal accumulations brought and held here by unnatural means. Cargoes of wheat bought on European account in Australia, India, Russia and Argentina, as well as stocks at all other points of accumulation, are sold against here, so that our market feels the weight of the entire world's surplus.

"This condition is only made possible by the enormous and unnatural hoard brought and retained here to satisfy the avarice of half a dozen corporations, the largest of which is owned in London. A system that permits the proprietors of public elevators, directly or indirectly, to deal in the property of which they are custodians is essentially immoral. The temptation to reserve for themselves the best of a grade is one to which the law never contemplated that they should be subjected. Indeed, the principal motive of the warehouse law was to prevent their ownership or control of grain in public warehouses. Yet it is notorious that during the last year the proprietors of elevators have had for sale and have sold millions of bushels of grain at a large premium, not one cent of which in equity belonged to them. The grain bought elsewhere by elevator proprietors is promptly sold here to you for some future delivery, so they become the custodians of your property, which, however, you can only get on payment of such premiums as the urgency of the demand may enable them to exact.

"It is an unwelcome task for me to criticize the methods of any class of our members, but this is an occasion for plain speech and honest, earnest effort to restore to this association its vanishing glory and traditions. The elevator monopoly is the same blight on legitimate business that antioption legislation would have been if enacted. The old time open competition of thousands has been superseded by new conditions, under which each railroad terminating in Chicago is practically controlled by a single buyer. Special rates are made to favored individuals who have the further advantage of elevator control, so that rates charged to the public are rebated to themselves, thus enabling them to outbid or undersell all competitors. This charge of three-quarters of a cent per bushel for the first term of storage is retained only as a protection to elevator managers against the competition of legitimate dealers in grain. It is a charge that you cannot avoid, but which is ignored by them in their own transactions, thus forcing everyone to sell to or buy of them. The fact that this charge is not bona fide, but only a foil to competition, proves that it is unjust and should be abolished. While elevator proprietors are willing to pay one cent per bushel more for grain 'to go to store' in their own warehouses than the market price of the same grain in store (and subject to the charge of three-quarters of a cent per bushel) is evidence that the first storage charge is not legitimate and also that the subsequent terms of storage are unduly profitable. The charge for the transfer of grain from cars to vessels, a distance of perhaps 100 feet, is greater than the average rate of freight during last season from Chicago to Buffalo. The same grain is transferred on track by the railroads themselves from western to eastern cars for nothing.

"A proper solution of our difficulties must include facilities by railroads entering here for free warehousing of grain on arrival and fair rates for storage on naturally acquired accumulations. The device of collecting storage in advance of delivery of grain has supplied largely increased capital to elevator proprietors to be used against you in the unequal competition for business. There is no legal nor moral right in this practice and it should be terminated altogether. Warehouse receipts for grain are made current by your rules. These rules are absolutely binding on every buyer in your market whether he is a member of your Board or not.

"It therefore behooves you to protect the innocent purchaser by every safeguard within your power. It is not only your right but your imperative duty to have such an oversight of elevator management as will assure to holders of warehouse receipts made regular by your rules that their receipts represent not only property but uncontaminated grades and condi-

tion. In providing the requisites for regular receipts it may be possible to correct some of the abuses complained of as well as give adequate security to holders of warehouse receipts. But the Legislature must be appealed to to so amend the warehouse law as to make it impossible for public warehousemen to be also dealers in grain, and railroad companies having terminals here should be required to warehouse their grain on arrival as they do every other species of merchandise. With this purpose in view, I recommend the appointment of a committee on legislation outside the board of directors to promote the necessary legislation at Springfield.

"The uniformity and integrity of the inspection of grain are of paramount importance to the members of this association. It has been placed by the state entirely beyond our control, and so long as it is fairly conducted we would not have it otherwise. Thus far there has been little to complain of, but there is, and always will be, danger of politics dominating the department to the detriment and demoralization of the service. I therefore earnestly recommend that you direct your efforts toward such a modification of the law as will place the department under civil service reform rules. There should be no appointments except for merit and no removals except for cause. There can be no question of the necessity and justice of this proposition. An inspector of grain in fixing its grade thereby determines its value, a trust that should not be confided to men who are not skilled in their calling. Zeal in partisan campaign work does not qualify men for this occupation, and none should ever be employed who cannot stand such an examination as only a ripe experience will prepare them for.

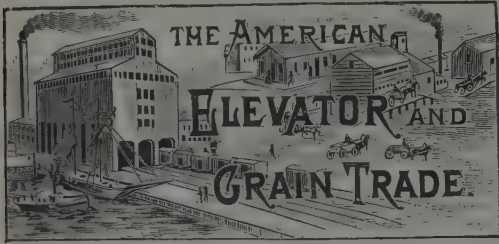
"Trading in privileges has become so common outside of exchange hours as to impair the good name of the association. These transactions are outside the law and are distinctly obnoxious to your own rules. They cannot be enforced either in the courts or under the rules of this Board, and anybody can sue at any time and recover for even consequential losses. The Illinois statute prescribes penalties of fine and imprisonment for making such contracts and specifically declares that all such contracts 'shall be considered gambling contracts and shall be void.' It is claimed that the dull state of trade makes these transactions necessary, but do they not contribute to an important extent to the very stagnation you complain of? By cooping prices within a narrow limit, day after day, do you not discourage business that you would count on in a free and unrestricted market? The risks assumed by you as commission merchants are beyond computation and more than all else in making these transactions we violate the law. I sincerely urge that means may be taken to put an end to the practice at once."

At the close of the address H. F. Douseman offered a resolution asking that steps be taken to secure legislation whereby the inspection department might be controlled by civil service rules. W. H. Beebe offered a resolution asking that a new committee of seven members outside of the directory be appointed by the president to be known as the Committee on Legislation. W. S. Warren offered a resolution looking toward the total suppression of trading in privileges. I. P. Rumsey offered a resolution to the effect that the president be supported in his position relative to depriving the bucketshops of ways of receiving official quotations. J. P. Sherwin offered a resolution asking that all the recommendations of the president be indorsed by a general resolution of the board. All these resolutions were adopted.

Secretary Morton has prepared a bill which provides for the government distribution of seed other than through congressmen.

Kansas, Nebraska and Iowa are managing to cut down the demand for corn by feeding with cottonseed meal, oil cake and wheat. It is said that the demand for cottonseed meal is rapidly increasing in these states.

A scientist has given out the startling information that hay doesn't have seed, and, therefore, there can be no such thing as a "hayseed." The next thing we know somebody will be finding out that hay doesn't have fever, and we will be in a pretty boat to diagnose our usual ailment.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1895.

SPECIAL CARS FOR GRAIN.

As grain constitutes a large portion of all the freight carried by Western and Northwestern roads it merits better care than carriers give it. With the exception of enlarging their cars a little carriers have not improved their facilities for transporting grain in bulk since they commenced it years ago.

Carriers provide cars of special pattern for transporting live stock, coal, furniture, oil and other articles, yet for grain, which constitutes a greater proportion of the freight carried by the roads traversing the grain-producing territory of the North than all of these articles, no cars have been provided. Grain shippers and receivers have been charged with being the most apathetic class of business men on earth and their remarkable toleration of impositions and neglect of needs and just rights at the hands of carriers does not prove the contrary.

Light weight oats and old wornout car doors cause shippers much trouble and loss. In order to get a carload of oats in some of the small cars it is necessary to nail up the doorway. These are broken open by inspectors and samplers and the oats fall out. It is the same way with wornout car doors. If the grain cars were made without doors in the sides and windows in the ends, and provided instead with two doors in the roof for loading and a small window in each side at bottom for unloading, much grain which is now lost would be saved. A tin-covered floor inclined towards the center would greatly facilitate the unloading of grain and save much that is now left in the car. The weighing of the grain which is left in the car at destination would also increase the carrier's freight bill. It would also increase the shipper's profit and encourage him to do more shipping.

One of the trunk lines is reported to be making cars large enough to carry 100,000 pounds

of grain and every one of them will be made just like the old cars, so that they can be used just as conveniently for carrying miscellaneous freight west, or both ways when crops are short. Special cars for grain made as indicated in the foregoing could easily be made strong enough to carry 80,000 to 100,000 pounds of the heavier grains without making the car much heavier than those used at present. The reduction in the weight of cars in a train would be sufficient to effect a material saving in coal and enable carriers to transport grain at a lower cost.

CHICAGO'S GRAIN TRADE.

The grain trade of Chicago in 1894 was far from satisfactory. The elevator men made some money; so did the insurance men. Pretty nearly everybody else did not. The lake freight business was unprofitable; and its misfortune did not redound to anybody's advantage except the consumer's. The average rate on corn from Chicago to Buffalo was less than 1 1-5 cents, the lowest on record. In July rates went down to less than a cent.

Failures in the Chicago Board of Trade were few and not important. The only failure of real consequence was that of Ernest Hess, who got on the short side of corn at the wrong time.

The receipts of wheat through 1894 amounted to 25,665,902 bushels; of corn 64,951,815 bushels; of oats 63,144,885 bushels; of barley 13,418,392 bushels and of rye 1,368,157 bushels. Of flour 4,223,182 barrels were received. Aggregating the business the total receipts including flour were 172,772,333 bushels. Compared with 1893 there was a falling off of every individual item named above except barley, which was about the same. The total receipts in 1893 were 246,972,966 bushels. The largest falling off was, of course, in corn, of which over 91,000,000 bushels were received in 1893. The total inspection in and out for the fiscal year ending Nov. 1, 1894, was about 62,000,000 bushels less than in the preceding year, and 53,834 less cars of grain were received.

The receipts of grass seeds amounted to 47,524,961 pounds; of flaxseed 5,092,668 bushels; broomcorn 17,138,112 pounds. The trade in cattle and dressed meats was perhaps the most satisfactory of all Chicago's varied commerce. But all in all 1894 was not a pleasing year; but it might have been a great deal worse. This is shown in the comparative paucity of business failures. We hope 1895 has better things in store for all of us.

THE COST OF RAISING WHEAT.

The cost of raising wheat is an economic riddle, judging from the widely varying figures given. It is not to be expected, of course, that the cost should be the same for all parts of the country; but it does seem reasonable to expect that the estimates should have some consistency, not to mention sense. The statistician of the Department of Agriculture makes the cost per acre \$11.69, which he thinks is almost normal. If it is, then wheat that cost a dollar a bushel to raise has sold in 1894 for less than 50 cents. If this is so, if farmers have been scoring a loss on their wheat right along, why do they continue to raise it? If Mr. Robinson's figures are correct the farmers lost nearly \$200,000,000 on the crop of 1894. Yet they go right in to score another loss in 1895. Either the figures are wrong or the farmers are crazy.

The figures are wrong. For instance, they include \$2.81 as the rent of the land. Why should this be included? Why should interest or rent be counted and a profit expected besides? No business man sets aside "interest" on his capital invested and reckons profits outside of it. Why should a farmer? Then again; Mr. Robinson's figures include \$2.16 per acre for manure. What proportion of the wheat lands of the country is fertilized to this extent? What propor-

tion is fertilized at all? Yet, here are two items amounting to nearly half of the whole estimate of the cost per acre, one of which has no business to be included at all, and the other only for certain sections of the country. Every other item in the estimate is a fancy price.

A correspondent of the *County Gentleman* reviews some of the figures commonly given and adds some of his own. Here is his estimate:

Original plowing.....	\$0.75
Drilling in.....	13
Seed.....	65
Harvesting.....	90
Threshing (14 bushels).....	98
Marketing (14 bushels).....	49
Wear and tear.....	10
Total cost.....	\$4.00
Cost per bushel on basis indicated.....	0.285

In regard to this estimate he says: "I have discarded all fancy prices for labor, exclusive teams and board charges, and while my conclusion is far different from the official statement quoted, and a radical departure from the common opinion, I believe it to be reasonable. It covers cost only and is a crystallization of the impressions I have received during several years close contact with wheat growers in the wheat districts of the West."

But the whole argument is clinched by the fact that in spite of falling prices wheat is still raised in immense quantities. It would not be and could not be, were the average normal cost anything like \$11.69 per acre.

LEGISLATION RECOMMENDED FOR MINNESOTA.

Now that Minnesota's legislators have again congregated at the capital, it may be of advantage to those connected with the grain trade to call attention to some of the recommendations made by the committee appointed by the last legislature to investigate the grain trade of the state. Among other things that committee recommended that:

All railroad companies of and doing business in this state should be required to construct and maintain track scales at all of their respective stations in the state from which there were shipped during any preceding year at least sixty carloads of grain; and as a recompense to the said companies for providing such service, and for doing and performing whatever else may be found necessary and incidental thereto, a reasonable charge should be allowed them. The committee believes that it would be no less than justice to such producing and shipping interests to require by law that common carriers be held responsible and accountable for the full amount of grain received by them on board their cars, which should in all instances be evidenced before the cars leave their respective stations by appropriate receipts; and in consideration of such responsibility and accountability and for loss by shrinkage and transportation or other cause, the said companies should be allowed to tax or assess one-half of 1 per cent. of the amount received.

Public warehouses should be required by law to ascertain at least once during each crop year the amount of wheat in their bins and the amount of outstanding warehouse receipts, which should be done under the direction of the railroad and warehouse commission at such time as the commission may deem most practicable, and the results thereof should be made a matter of public record.

The committee would recommend, if practicable, that public elevators be required to construct scales and weigh grain upon the ground floor before the grain is elevated so that the unloading of cars may be under the supervision of state weighers.

The committee would also recommend that under no circumstances should grain or screenings be permitted to be shipped out of public warehouses without weighing and inspection.

Minnesota could enforce a law requiring carriers to put in track scales, because they could not hide behind that old plea of state interference with interstate commerce as they have done so effectually in Kansas. Most of the grain shipped from Minnesota country stations is consigned to markets within the state. However, track scales are not wanted, a little practice at guessing will enable the shipper to determine nearer the correct weight of his grain than track scales at country points will in winter or stormy weather; unprotected track scales at points

where they cannot be inspected and kept in order by scale experts are an abomination.

The clean bill of lading is one thing that shippers are fully entitled to, and a law requiring carriers to issue a clean bill of lading to every elevator man who put in hopper scales and weighed the grain in the presence of the station agent could be enforced, and should be enacted.

The recommendations regarding public warehouse men also merit serious consideration. Although there is little cause for complaint against the public warehousemen of the state, still nothing can be lost to the trade by placing additional restrictions around the public storehouses.

SEED FOR DESTITUTE FARMERS.

There are large areas in the Northwest where the farmers must be supplied with seed from some source if a crop is to be raised this year. This is particularly true of South Dakota, some parts of Minnesota, North Dakota and a large part of Nebraska. The drought bore upon some localities with unexampled severity. The farmers are destitute of everything except land, and the seed for the next crop must be supplied from outside sources.

Naturally the elevator companies are expected to grapple with the question and they have already formulated plans to meet the emergency. Hitherto distribution of seed in small lots on credit has not been a paying investment to the elevator men, and now matters are so bad in some sections that the farmers can tender no security whatever for the loan of the seed. So the elevator people propose to supply seed grain to the counties, accepting county warrants in payment, and so have the county commissioners attend to the distribution of the seed and the security for its payment. Possibly the plan may not be strictly legal, but in an emergency like that presented by the seed problem, objection is not likely to be made. The county legislators have authority to take care of the destitute and it would seem strange if they did not have the power to prevent people from becoming utterly destitute and a charge upon the authorities. Anyhow, the plan is the best that has been suggested and will no doubt be adopted. The Peavey Company has supplied one county with 200 tons of coal, taking county warrants in payment. The need of seed is just as pressing as the need of coal.

WHEAT PRICES AND FREIGHT CHARGES.

Some years ago, in 1887, we believe, Mr. Edward Atkinson made some statements before the royal commission appointed to examine into the causes of agricultural depression in Great Britain. These figures plainly showed that one cause of the decadence of wheat production in Great Britain and the decline in price was the largely decreased cost of transporting wheat and flour to great Britain from the American Northwest. Mr. Atkinson now says he has gone over the whole ground of freight charges for grain and finds that his former statements were strictly within the bounds of accuracy.

Comparing last year with 1874, Mr. Atkinson finds that the railroad charges from the Northwest to the Atlantic Coast show a reduction of 45 cents per bushel, while the reduction in ocean freights amount to 16 cents per bushel. The decreased cost of production on the farm and milling the wheat he places at 18 cents more. Consequently the decreased cost of transferring a bushel of wheat from Dakota to London in the form of flour amounts to 79 cents. The price of wheat in Mark Lane for 1870-1874 was about \$1.70 per bushel. Consequently the price of wheat has been nearly cut in two by reductions which have not come out of the farmer.

This does not prove that the farmer is getting

a good price for his wheat now; but it does show that all of the fall in price has not been taken out of the farmer; and that 50-cent wheat is only about half as bad as it looks, compared with twenty years ago. The comparison does not make present prices attractive by any means; but it does show that they are not so bad as the bare quotations would indicate.

A NATIONAL CONVENTION OF HAY DEALERS.

A national convention of hay dealers will be held at Cleveland, Ohio, next Tuesday, January 22. The prospects are that the meeting will be well attended and much good work will be done. The object is to establish a uniform system of grading for the entire country and to organize a National Hay Dealers' Association. Every grain dealer who handles hay should attend this meeting and help along the good work; then, too, the time may not be far distant when the grain dealers will want to organize and a little experience in this line will be valuable.

A GOLDEN MOTTO FOR GRAIN DEALERS.

A Quebec correspondent suggests that we adopt as the golden motto of this journal the words "grain should be bought and sold by the hundred pounds." For years we have championed the cause of this amount as the standard unit of measure for all grains, and have had the extreme pleasure of seeing the American Seed Trade Association adopt it and drop the bushel of different weights in different states.

The multiplicity of standard measures is confusing to an exasperating degree. The bushel of every grain save wheat varies in weight in the different states. The hundredweight ranges from 100 to 112 pounds in the different markets of the world, and the quarter is no better, as will be seen by referring to a reply to a "query" in this number.

Freight is charged by the 100 pounds and all grain scales are made to weigh by the 100 pounds and fraction thereof, and how much simpler it would be to buy all grains by the 100 pounds instead of by a bushel weighing 30 to 70 pounds. No reductions from pounds to bushels would be necessary and the labor and time could be saved. The errors made in reducing would be prevented and one could more readily determine the freight on his grain, as the rate would be quoted per unit. The cental of 100 pounds is the only standard unit that merits the support of the grain trade.

We would be pleased to receive the opinions of dealers on this subject.

SELLING GRAIN WITHOUT CLEAR TITLE.

Some time ago a number of Illinois grain dealers in convention assembled decided to ask the present Legislature to give them some relief from the impositions practiced upon them by tenants who sell the landlord's share of the grain produced, and by farmers who sell crops which were mortgaged when growing. As yet nothing has been accomplished, but it is not likely that the dealers have forgotten it, for a number have suffered loss at the hands of dishonest farmers who have practiced this trick, and all are anxious to have it stopped. If it was made a criminal offense punishable by one year in chains at work on the public highways, few farmers would indulge in the profitable practice of selling grain to which they have not perfect legal title.

It seems that North Carolina farmers have the same weakness, for a bill has been introduced in the Legislature of that state providing for the repeal of the law which allows farmers to give a

lien on their unplanted crops to secure money and supplies wherewith to make the crops. It is argued that the present system admits of methods by which purchases are made of much in the way of bacon, fertilizers, forage, etc., which should be produced on the farm; and that under this system the acreage in cotton is larger than it otherwise would be, because this product is a cash article as soon as on the market.

Such a law, if enacted, would be unconstitutional. A man may mortgage whatever he can get a loan on, notwithstanding state laws to the contrary.

INDEPENDENT INSPECTION AT SUPERIOR.

The move being made to secure state legislation which will provide for the establishment of a grain inspection department at Superior, Wis., is meeting with considerable opposition, and it is rightly so. Another inspection department at the head of the lakes with a new set of standard grades would only add confusion to the trade. Superior's trade would suffer for some time, for dealers would refuse to buy the grades of that market until they had learned the quality of the grades and the reliability of the inspectors.

The trade is already cursed with numerous grades and many inspection departments whose work is of doubtful value. The number should be reduced rather than increased.

The grades and work of the Minnesota inspection department is all right and should be maintained at Superior. If Wisconsin covets the profit made by the Minnesota department, let it be provided that the receipts at Superior shall be expended in the interests of the department at Superior and that the charge for inspection shall not exceed the cost.

TRUNK line roads running east from Chicago, and especially those in the pool that have not been receiving their percentage of the freight, have been secretly cutting the rate to 17 cents Chicago to New York. However, it has not been instrumental in increasing the business. Rail carriers so persistently ignore the requirements of the interstate commerce law that it is difficult to understand why they labor so hard in behalf of the amendment permitting them to form pools.

THE National Convention of Manufacturers will meet in Cincinnati on January 22. We are informed by E. P. Wilson, secretary of the Manufacturers' Association of Cincinnati and Hamilton county, O., that arrangements have been made by which delegates to the convention will be returned to their homes at one-third fare provided they secure from the agent at the point of departure a receipt for the fare paid to Cincinnati. This arrangement covers all the territory embraced in the Trunk Line and Central Traffic, Chicago & Ohio River and Cincinnati and St. Louis Passenger Associations; also points on the Chicago & Alton, and Chicago, R. I. & Pacific Railways. A large attendance is expected at the convention.

The annual meeting of the National Board of Trade will be held at Washington, D. C., January 29 and the two following days. All sorts of things will be discussed, as usual, and some excellent recommendations made to Congress, which, as, in years past, Congress will proceed to ignore. One question will come up that is sure to start a breeze; that relating to the monthly and yearly government crop reports. The resolution recites that the government reports have in recent years been "confusing, misleading and manifestly erroneous," and resolves that if continued they should be improved. That resolution may not be acted on by Congress but it will certainly elicit a letter from Secretary Morton that will be worth reading.

EDITORIAL MENTION

It would seem that all the Chicago grain shippers are now enjoying cut rates East; and east-bound traffic will swell again. Those who got in first made some money; but everything is now on the same old level, and the lower prices quoted are no longer attractive to the East.

COUNTRY elevator men who have extra fine wheat, white corn or oats would find it to their profit to send samples to the different markets. Wheat flour, grits and oatmeal millers are continually seeking grain of superior quality and when they find it generally are willing to pay a premium for it.

BUFFALO grain dealers want the carriers to erect a first class grain transfer elevator at that point for transferring grain from cars of western to those of eastern roads. The business at that point merits such improved facilities and the provision of such by carriers would prove of profit to them as well as to the dealers.

WONDERS will never cease. The Illinois & Michigan canal, in the report of the commissioners for 1894, shows that it not only earned expenses but a surplus besides, of something like \$12,000. The net receipts were the largest since 1876. And yet the experience of 1894 would hardly justify building more canals.

You will confer a favor by sending us a statement of the facts whenever you make any change in your firm, elevator or place of business, for publication in the AMERICAN ELEVATOR AND GRAIN TRADE. You will also prevent our republishing the erroneous statements so often made by newspaper men not familiar with the trade.

SINCE Germany and Prussia have patched up their tariff quarrel, the imports of Russian grain into the German Empire have increased enormously. For the first ten months of last year the wheat trade between the two countries increased more than 100 per cent, and the barley trade more than 300 per cent. Evidently we need to patch up some of our tariff quarrels.

THE directors of the Chicago Board of Trade voted to suspend from membership for ten years Harris D. Booge Jr., of Booge, Frazer & Co., which made a failure last summer. The charge made was that the firm had been bucket-shopping all its trades; but perhaps they fired Mr. Booge principally on account of his name. Booge is an ominous-sounding and forbidding name.

WE welcome a new daily which hails from Duluth under the name *Daily Commercial Record*. It will devote considerable space to the interests of those engaged in handling grain as well as produce, and give complete market reports. The editor, Geo. H. Larke, seems to be thoroughly in touch with the trade of that district and merits the support of everyone connected with it.

THE new rules adopted by the Milwaukee Chamber of Commerce have met with considerable opposition from the elevator men, who threaten to ignore the rules and conduct their business to suit themselves. The trade may not have hit upon a plan for the successful solution of this problem, but the evil cannot and will not be tolerated. The public elevator man cannot,

in justice to his patrons, deal in the grain stored in his own elevator and the trade should persistently oppose it until a way is found to stop it.

THE Eastern Minnesota Railway has established a minimum weight for carloads of flax and flour of 24,000 pounds. This is an increase of 4,000 pounds and makes the weight the same as enforced by other western roads. Now if the roads would only establish a maximum time for the transportation of grain 100 miles, shippers would have something for which to be thankful.

THE Chicago *Inter Ocean*, in an editorial article, places the wheat production of Argentina at 666,000,000 bushels, and its available exportable surplus at 499,000,000. This makes Argentina the largest wheat producer in the world; or rather the extra cipher does, which the *Inter Ocean* has added to the estimated crop and exportable surplus. The cipher in this case is a good deal like the proverbial inch at the end of a man's nose.

IF Mr. Murry of the Cincinnati *Price Current* is correct, our average crop of wheat the past five years has been 525,000,000 bushels. This is said to have been his response to an inquiry. If he is right, no wonder wheat has so persistently fallen in price in spite of famine, alleged short crops and everything else. What we want, however, and cannot possibly get, is a reliable estimate of the amount of wheat now in farmers' hands in the United States.

THE Fraternal Industrial Temple is the name of a new farmers' organization which has been started near Danville, Ill. We are told that the intent of this organization, "is from a mathematical calculation based on statistics to set and establish a minimum price on grain and other products." This is what the law of supply and demand is supposed to do; and we suppose the legislature will be asked to repeal this law and let the job out to the Fraternal Industrial Temple.

AN effort is again being made at Buffalo to inaugurate trading by grade instead of by sample as at present, and to have the grain stored in the elevators by grade instead of by lot. This would facilitate speculation by persons who do not know wheat from barley, but it is not likely that it would change Buffalo from the cash to a speculative wheat market. The millers, who are the largest buyers in that market would continue to buy by sample, as they find it more satisfactory.

THE Grain Receiver's and Shipper's Association of Chicago held another meeting recently and actually appointed committees on weighing, inspection and transportation. Now, if country shippers will write a few lines of encouragement to the association and call attention to the snow-bound track scales, the jumbo transfer cars with their unreliable weights, the shortages due to leaving cars unsealed in unguarded yards and to dockages for future shrinkage, the association may find something to do.

MINNESOTA's chief grain inspector was instrumental in greatly reducing the shortages in cars of wheat received at Minneapolis by resealing every car as soon as the grain was inspected and thus preventing the "sweepers" from stealing from the loaded cars. The crusade against the petty thieves was so successful in reducing the shortages that the chief inspector has ordered the cars resealed at Duluth where shortages have frequently been caused by "sweepers" taking grain from the loaded cars. Hereafter the inspectors will seal the cars with state

seals as soon as the grain is inspected. This should be done at every central market and the cars well guarded as well. The shortages are not all caused by leaking cars, poor scales and careless weighmen; thieves are active in nearly every market.

It was thought that the death of ex-Senator Fair might bring out the true inwardness of the gigantic wheat deal which has been engineered in San Francisco for the last year. It has been thought all along that Fair was furnishing the money. But the secret has been well kept so far, and possibly the public is as far from the truth in its conclusions as it usually is in such matters. During the progress of the Harper deal, nearly every rich man in the country was rumored to be connected with it.

ON Wednesday, January 16, there will be a novel display of grain at Worthington, Ind. Mr. J. E. Miller, an enterprising grain dealer at that place has offered a series of prizes for displays of corn at his elevator. The prizes include \$15 for the largest load, \$10 for the next largest and \$5 each for the best loads of white and yellow corn and \$1 each for the six largest ears of white and yellow corn. Such an exhibition is sure to bring out both quantity and quality; and it is a pretty good advertisement as well.

SPECULATORS in Austro-Hungary and Germany are going to be "regulated" by government. The Austrian government has already appointed a commission to visit the various Bourses of Europe. The German Emperor in opening the Reichstag declared that the abuses of speculation were exerting a prejudicial effect on general prosperity and that a bill to remedy the evil would probably be introduced. If Emperor William will wait until March 4, he can secure the services of one who knows all about regulating speculation. We refer to our own Farmer Hatch, whose job will expire by limitation on the date just named.

IF the Chicago Board of Trade undertakes and completes the line of work mapped out for it by President Baker in his inaugural, it won't have much time left for trading. The programme includes the suppression of the bucket-shops, the discontinuance of "privilege" trading, the cessation of continuous quotations and legislation to regulate the Chicago elevator people. This is a pretty large programme for one administration. It only lacks the currency and tariff questions to make it a hummer. However, if the Board succeeds in suppressing the bucket shops or in settling the elevator question most people will regard the administration as a success.

THE Superior Court of Indiana has just decided a suit which concerns the relationship of the railroads to shippers. The plaintiff in the case was Anson Wolcott, of Wolcott, Ind., an extensive grain dealer on the state line division of the Panhandle railroad; and he brought suit for damages resulting from the failure of the railroad company to furnish cars to transport grain, hay, straw, etc., to eastern markets and the seaboard. By reason of this failure he lost money on products stored at Wolcott, Seaford and Remington, owing to the falling of prices and suffered other damage in the items of insurance, shrinkage and increase of freights. The original suit was tried in the Circuit court in 1891 and Wolcott obtained a verdict of \$12,532.77. The case went up on appeal and the judgment has been affirmed, giving Mr. Wolcott \$15,312.97; the original sum with interest. The Panhandle was the only road by which Mr. Wolcott could ship; and he showed that at the time he was unable to procure sufficient cars to carry his produce to market, the railroad had agents in Chicago soliciting freight from west-

ern roads. He also showed that the company had diverted cars from non-competing points, where he was doing business and was obliged to use the Panhandle, to competitive points. It seems to us that the contention is entirely reasonable that a railroad must not rob its patrons of facilities simply because they have no recourse in other roads, in order to do as much business as possible at competitive points.

THE free distribution of seeds by the United States Agricultural Department is to be stopped. During the last fiscal year nearly 10,000,000 packages of seeds of all kinds were distributed gratuitously at a cost to the government including the work of the postoffice department of over \$250,000. These packages of seeds were sent to nearly two million people; but less than a thousand of these acknowledged receipt and most of the thousand or less asked for more. It is all well enough, perhaps, for the government to distribute seeds and instructions in the case of some new and important plant; but this turnip and pumpkin seed business has been clearly overdone.

ACCORDING to the report of the Bureau of Statistics breadstuffs to the value of \$9,476,947 were exported during the month of December, against an amount valued at \$11,290,680 in December, 1893; the exports for the six months ending December 31 were valued at \$54,938,507, against a valuation of \$95,625,468 in the same time in 1893. The exports for the calendar year ending December 31 were valued at \$121,297,292, against \$182,939,962 in 1893. In December 6,994,681 bushels of wheat were exported, against 5,990,862 bushels in December, 1893, the exports for the six months ending December 31 being 41,442,638 bushels, against 58,010,197 bushels in December, 1893; and during the year ending December 31, 72,256,221 bushels, valued at \$42,490,934, were exported, against 108,918,562 bushels valued at \$79,393,172, in 1893. There were 42,345 bushels of oats exported in December against 58,518 bushels in December, 1893, the exports for the six months ending December 31 being 292,684 bushels, against 5,389,519 bushels in the same time in 1893; and in the year ending December 31, 581,973 bushels were exported, against 7,052,715 bushels in 1893. There were 8,368 bushels of rye exported in December, against 37 bushels in December, 1893, the exportations for the year ending December 31 being 8,654 bushels valued at \$4,991, against 763,756 bushels valued at \$468,761, in 1893. During December 2,300,116 bushels of corn were exported, against 5,213,695 bushels in December, 1893, the exportations for the year ending December 31 being 40,210,348 bushels, valued at \$18,643,769, against 53,815,878 bushels, valued at \$26,482,531, exported in 1893. During December 112,368 bushels of barley were exported, against 327,138 bushels in December, 1893, the exportations for the six months ending December 31, being 1,077,842 bushels, valued at \$557,913, against 3,611,110 bushels, valued at \$1,706,557, in the same time in 1893; and during the year ending December 31, 2,212,278 bushels, valued at \$1,043,515, were exported, against 5,400,090 bushels, valued at \$2,555,410, in the same time in 1893.

In view of the fact that the Winnipeg Grain Exchange thought it unwise to change the grades of Manitoba grain until the next crop, the agitation about grading and mixing has about ceased. After the present crop is disposed of, no scoured wheat is to be allowed to grade No. 1 Hard.

The grain trade of Pittsburgh, Pa., is shown in the following figures, which give amounts of wheat handled during 1894: Wheat, 1,408,715 bushels; rye, 585,270 bushels; oats, 4,283,400 bushels; corn, 1,822,250 bushels; barley, 661,760 bushels; hay, 40,380 tons; malt, 11,282 tons; millfeed, 15,342 tons.

Trade Notes.

Honor and shame from no condition rise,
Act well your part—and widely advertise!

The Knickerbocker Company's Cyclone Dust Collector patents have been sustained in Germany.

Manufacturers and dealers in elevator machinery and supplies should send us copies of their catalogues as issued for notice. We keep them on file in our office.

S. W. Edwards & Son, grain commission firm of Chicago, are reminding their patrons and friends that they are still in business by sending out very neat calendars for 1895.

Charles Quast has placed in operation at Bucyrus, Ohio, a new 6-horse power gas engine of his invention. The engine was designed to run at from 250 to 300 revolutions per minute, but at a trial run made 800 revolutions, and at this high speed worked as smoothly as at a much slower gait. It requires but one gallon of gasoline per horse power per day for its operation.

Each chop chips a chip, each ad adds trade. The sharper the axe, the larger the chip. The more effective the ad, the better results. It's the last chop that fells the tree. To its effectiveness is added that of all that have gone before. So also it is the last ad that is most effective. Had it not been for the first chip the last could not have been cut. If it could the effect would have been nil. So, too, with the last ad. It was smaller than the first and cost less, but it felled the tree of success, scattering branches of prosperity over ground that was bare before.

The Macdonald Engineering Company has been recently organized with Jas. Macdonald, president, and J. M. Witherspoon, secretary and treasurer. It has offices in the Medinah Building, Chicago. Both gentlemen were formerly of the Metcalf-Macdonald Company, which has been long and favorably known in the elevator building business. The new company will reach into the field of elevator designing and construction as well as the erection of power plants, heavy factories, mills, warehouses and special construction in connection with machinery installations.

BETTER HAY—NOT UNIFORM GRADES.

Just now when the subject of uniform grades is being agitated, many practical hay men are asking themselves the question: How can uniformity in classification be arrived at when there are hardly two sections of the country which can raise the same kind of hay? At first blush this question may seem based on a misstatement of facts, but an examination of the hay product which arrives at any hay center of magnitude from the more or less remote hay raising sections will show that not only do alleged similar grades vary in nature and quality; but that the grasses of each section, for natural reasons, cannot be subjected to an arbitrary classification in which will result much more satisfactorily than the hit-and-miss system now in vogue. We believe, therefore, plausible though the agitation alluded to may be, that the effort is not in a practical direction. The great effort should be for the raisers of each section to bring their forage crop to the highest state of cultivation possible. This will never be accomplished so long as the farmer or hay raiser will not give the same attention to their meadows that they do to their cereals or other products which they develop to the highest state of productivity by artificial assistance which has become essential in successful modern agriculture.

There are hundreds of hay raisers who think the primeval sod is all that is necessary to raise forage for the market so long as the yield is luxuriant and abundant. The idea that cultivation can do as much for the native or tame grasses as it does for the cereals does not seem to have occurred to many of them. It has been shown repeatedly that when properly raised and cured, hay can pay a better profit for the labor involved and acreage sown than most of the grains. Yet hay is made only an item of secondary importance

in the list of a majority of farmers. Poor and inadequate methods of curing and saving in a majority of cases contribute to completing what lack of proper cultivation has left unaccomplished.

It is deplorable that where so much has been done in educating the farmer in better methods regarding agriculture, the meadows, the very basis of scientific farming, have received but scant attention.—*Hay There.*

MEETING OF GRAIN DEALERS AT SIOUX CITY.

The grain dealers of the Northwest, at a meeting held at Sioux City, Iowa, recently formulated a plan for furnishing seed grain to the farmers in the drouth stricken counties of South Dakota and Nebraska next season, so that there will be a crop and so that there will be business for them to do. They found from carefully prepared estimates that the farmers of one-tenth of the area of the two states are so destitute that they will be unable to buy seed to sow in the spring.

A proposition has been made to the counties affected, by the grain men, to furnish the best seed at a scale of prices based on 55 cents for wheat, if the county supervisors will take the seed and distribute it and pay for it with county warrants or bonds. It is expected that the counties will secure themselves by taking seed liens on the crops.

It was stated that the lowest cash price that the dealers could quote and handle the seed would be \$1.50 a bushel, and that if it was sold on time the losses would make it necessary to ask at least \$2 per bushel. So far as heard from the plan is meeting with general approval in the counties interested, and it is probable it will be adopted.

THE POOLING BILL.

One of the prominent railroad presidents who has been at Washington in the interest of the pooling bill was in New York yesterday, and in speaking of that measure hardly found words sufficient with which to express the good things he expects it to accomplish for the railroads of the country. Among other things he said, the effort to regulate the railroads has been like an effort to regulate the hotels in New York, forcing all of them to give the same accommodations and to charge the same price. The railroads with the best facilities got all the business in prosperous times, when people hurried in traveling and in shipping goods. In bad times, the poorer equipped roads took advantage of the times, and by rate concessions got the business away from the prosperous roads, which immediately cut rates to save some traffic, with the result of demoralization for good and bad alike. In other words, in prosperous times nobody wants to use anything but the best railroads; in hard times they use the cheapest.

Under the new interstate law, when the percentages of traffic are adopted, everything will move smoothly, and all roads will share alike the good and bad times. Nobody can break away from the pooling agreement once made, and there will be established by law a railroad code of honor which has been impossible under existing laws. Where men are compelled to live up to an agreement by law, the agreement holds. Agreements among gentlemen in railroads or the coal business have never been kept, but the law will now compel them to be kept.

In his opinion this pooling bill is the most important legislation affecting railroad interests the country has ever seen, and at the same time the most equitable, because the public will hereafter be protected better than it has ever been, and discrimination in favor of any class of shippers will be absolutely abolished.—*Wall Street News.*

Hay dealers will hold a convention this month, whose prime object will be to discuss the establishment of a uniform system of grading hay when placed upon the market. Farmers doubtless would feel a little more at ease on the matter if the hay could be graded before it goes into the markets.—*Mirror and Farmer.*

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since December 15 has been as follows:

December.	NO. 2 RED NO. 2 SFG W. WET. WHEAT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 2 BARLEY.		NO. 1 FLAX SEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	54 1/2	55 1/2			29 1/2	30			53 1/2	55	145	146 1/2
16												
17	54 1/2	55 1/2	40 1/2	47	29 1/2	29 1/2			54 1/2	54 1/2	144 1/2	145 1/2
18	54 1/2	55 1/2	40 1/2	46 1/2					53 1/2	54	145	145
19	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			53 1/2	54	144 1/2	145
20	55	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			53 1/2	54	144 1/2	145
21	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			53 1/2	54	144 1/2	145
22	54 1/2	54 1/2	40 1/2	46 1/2	29 1/2	29 1/2			53 1/2	54	144 1/2	145
23												
24												
25												
26	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			54 1/2	55	141	143
27	54 1/2	55 1/2	40 1/2	46 1/2			49 1/2	49 1/2	55	55	141	141 1/2
28	53 1/2	54 1/2							55	55	140	140 1/2
29	53 1/2	54 1/2							55	55		
30												
31	54 1/2	54 1/2					48	48			138	138
1												
2	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55 1/2	56	138 1/2	139
3	53 1/2	54 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55 1/2	55 1/2	139	139
4	53 1/2	54 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55 1/2	55 1/2	139	139
5	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55 1/2	55 1/2	140 1/2	140 1/2
6												
7	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2	48 1/2	49	54 1/2	54	139 1/2	140
8	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			54 1/2	55		
9	54 1/2	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			54 1/2	55	139 1/2	140
10	55	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55	55	140 1/2	140 1/2
11	55	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			55	55	141	141
12	55	55 1/2	40 1/2	46 1/2	29 1/2	29 1/2			54	54 1/2		
13												
14	55	55	40 1/2	46 1/2	29 1/2	29 1/2			54 1/2	55	142	142
15												

* Free on board or switched. † On Track. ‡ Holidays.

For the week ending December 15 Prime Contract Timothy sold at \$5.52 1/2 (55.55 per cental; Prime Contract Clover Seed at \$9.15 (9.20; Hungarian at \$1.00 (1.00; German millet at \$0.75 (1.35; buckwheat at \$1.00 (1.15 per 100 pounds. Receipts of hay for the week were 5,846 tons, against 6,596 tons the previous week; shipments were 710 tons, against 793 tons for the previous week. The market ruled rather dull during the past week. The arrivals were liberal, especially of upland prairie, and the local demand was only moderate. Inquiry for shipment very light. Good state hay met with a preference over the coarse and medium grades of Iowa. Prices were weak for prairie hay and steady for timothy. Sales of No. 1 Timothy ranged at \$10.50 (11.00 for good to choice and \$11.25 (11.50 for fancy; No. 2, \$9.50 (10.00; mixed, \$9.00; not graded, \$7.50 (10.50; Illinois Upland Prairie, \$5.00 (8.50 for poor to choice; Indiana, \$6.00 (9.00 for fair to fancy; Kansas, \$6.00 for poor; Minnesota, \$7.50; Wisconsin, \$8.00 (8.50; Iowa, \$6.50 (7.50 for poor and coarse, \$8.00 (9.50 for fair to good, and \$10.00 (11.00 for choice to fancy; packing hay, \$4.00. Wheat straw sold at \$4.25 (4.50, oat straw at \$3.00 for poor and \$4.50 (4.75 for good, and rye straw at \$3.50 for poor and \$5.50 (6.50 for good to choice.

For the week ending December 22 Prime Contract Timothy sold at \$5.50 (5.55 per cental; Prime Contract Clover Seed at \$9.15 (9.20; Hungarian at \$1.00 (1.00; German millet at \$0.75 (1.35; buckwheat at \$1.00 (1.10 per 100 pounds. Receipts of hay for the week were 5,925 tons; shipments, 520 tons. The offerings of timothy hay were liberal during the past week, and the demand light from all sources. A dull and heavy feeling prevailed, prices declined 50 cents per ton, and the market closed weak at the reduction. The market for upland prairie ruled dull during the early part of the week, but toward the close the demand improved, especially for choice grades, and although prices show no particular change, a firmer feeling existed. Choice Illinois and Indiana hay continues to meet with a very fair demand, and buyers are taking it in preference to the poorer grades of Iowa. Sales of No. 1 timothy ranged at \$10.00 (11.00, for fair to fancy; No. 2, \$9.00 (10.00; mixed, \$8.50 (9.00; not graded, \$9.00 (10.50; threshed, \$6.50; Illinois Upland Prairie, \$7.00 (7.50; Indiana, \$5.00 for poor and \$6.00 (8.25 for fair to fancy; Kansas, \$10.00 (10.50; Minnesota, \$7.00 (7.50; Wisconsin, \$8.50; Iowa, \$7.50 (8.50 for fair, \$9.00 (10.00 for good to choice, and \$10.50 (11.00 for fancy; No. 1 Prairie, \$7.50. Packing hay, \$4.00. Oat straw sold at \$4.25 (4.75, and rye straw at \$5.50 (6.25.

For the week ending January 5 Prime Contract Timothy sold at \$5.52 1/2 (5.55 per cental; Prime Contract Clover Seed at \$9.10; Hungarian at \$1.00 (1.50; German millet at \$0.75 (1.35; buckwheat at \$1.00 (1.15 per 100 pounds. Receipts of hay for the week were 2,633 tons; shipments, 628 tons. The market ruled very dull during the early part of the week. The offerings were small, but the demand was very light. Since the beginning of the new year local buyers have been taking hold a little more freely and as the arrivals continued light a firmer feeling prevailed, especially for timothy hay. Little or no demand for shipment. Prices show no material change. Sales of No. 1 Timothy ranged at \$10.00 (11.00; No. 2, \$8.50 (9.50; mixed, \$7.00 (8.50; not graded, \$8.50 (10.25; Illinois Upland Prairie, \$7.00 (8.00; Indiana, \$6.00 (8.00; Kansas, \$9.00 (10.50; Minnesota, \$6.50; Wisconsin, \$7.50; Iowa, \$7.50 (10.50 for fair to fancy; packing hay, \$4.25 (4.50. Wheat straw sold at \$4.00 (4.50, oat straw at \$4.50 (4.75, and rye straw at \$5.00 (6.50.

For the week ending January 12 Prime Contract Timothy sold at \$5.55 per cental; Prime Contract Clover Seed at \$9.10 (9.20; Hungarian at \$1.00 (1.50; German millet at \$0.75 (1.35; buckwheat at \$0.75 (1.15 per 100 pounds. Receipts of hay for the week were 5,528 tons; shipments, 374 tons. Although the arrivals showed a liberal increase over the previous week, the offerings were not excessive. The local demand was quite good, and the market was well cleaned up every day. Receipts of Iowa hay were very light, but the arrivals from Illinois and Indiana were liberal and made up for the shortage. The shipping inquiry continues light. Prices for timothy hay show no particular change, while prairie hay was firm to a shade higher. Sales of No. 1 Timothy ranged at \$10.00 (11.00; No. 2, \$9.00 (9.75; mixed, \$8.00 (9.50; not graded, \$4.00 for damaged, \$8.00 (10.00 for fair to good; threshed, \$5.50 (7.50; Illinois Upland Prairie, \$7.00 (8.50 for fair to fancy; Indiana, \$5.00 (8.50 for poor to fancy; Kansas, \$9.75; Minnesota, \$7.50 (8.00; Iowa, \$8.00 (10.50 for fair to choice, and \$10.75 (11.00 for fancy; packing hay, \$4.25 (5.00. Wheat straw sold at \$4.50, oat straw at \$4.50 (4.75, and rye straw at \$5.00 (6.00.

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain at Toledo, Ohio, during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	534,400	672,200	211,900	41,800
Corn, bushels.....	1,635,100	702,900	1,295,000	243,600
Oats, bushels.....	6,900	14,500	8,400	6,000
Barley, bushels.....			1,600	400
Rye, bushels.....	6,900	15,900	8,400	14,400
Clover seed, bags.....	8,002	9,548	7,822	11,790
Flour, barrels.....	8,561	7,775	31,388	65,563

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	3,871,940	4,871,350	383,900	409,620
Corn, bushels.....	108,810	1,219,270	23,310	704,410
Oats, bushels.....	646,580	268,060	148,510	123,630
Barley, bushels.....	106,700	100,090	73,080	75,260
Rye, bushels.....	15,720	21,060	14,810	3,970
Flaxseed, bushels.....	94,150	61,190	49,720	67,780
Hay, tons.....	3,510	2,994	370	122
Flour, barrels.....	6,531	24,081	406,698	581,522

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	261,516	648,436	49,030	70,301
Corn, bushels.....	1,307,200	3,289,000	58,088	2,732,527
Oats, bushels.....	542,300	757,300	195,633	325,800
Barley, bushels.....	501,000	817,350	12,524	1,547
Rye, bushels.....	18,200	54,000	18,804	49,266
Hay, tons.....	13,025	18,550	2,813	2,978
Flour, barrels.....	78,535	91,390	118,328	139,340

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month ending December 31, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	155,350	549,250	77,333	131,191
Corn, bushels.....	1,307,200	3,289,000	58,088	2,732,527
Oats, bushels.....	542,300	757,300	195,633	325,800
Barley, bushels.....	501,000	817,350	12,524	1,547
Rye, bushels.....	18,200	54,000	18,804	49,266
Hay, tons.....	13,025	18,550	2,813	2,978
Flour, barrels.....	78,535	91,390	118,328	139,340

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during December, 1894 and 1893, of seeds, hay and broom corn:

Repts.	Timothy, lbs.	Clover, lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1894 ..	2,919,610	566,038	587,207	537,989	199,030	24,488
1893 ..	3,060,392	1,823,702	649,595	579,012	4,497,660	31,151
Shipts.						
1894 ..	1,704,948	843,327	204,537	177,869	263,081	2,853
1893 ..	1,381,870	3,888,427	278,370	119,469	1,256,044	7,193

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month ending December 31, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by lake.		Shipments by canal.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	1,290,254	1,814,588		
Corn, bushels.....	3,545,610	1,209,005		
Oats, bushels.....	821,617	251,000		
Barley, bushels.....	967,450	632,650		
Rye, bushels.....		4,000		
Seed, bags.....	638	2,851		
Flaxseed, bushels.....	30,000	3,700		
Hay, tons.....	770,837	643,248		

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	694,266	914,900	38,765	216,190
Corn, bushels.....	89,050	254,175	11,700	118,050
Oats, bushels.....	621,040	640,000	244,374	582,400
Barley, bushels.....	704,405	759,458	137,848	457,977
Rye, bushels.....	58,149	121,200	37,000	81,535
Grass seed, pounds.....	461,390	1,447,745	227,010	1,882,702
Flaxseed, bushels.....	23,322	48,340	22,62	22,040
Broom corn, lbs.....				
Hay, tons.....	1,815	1,074	34	337
Flour, barrels.....	168,120	188,651	354,101	358,627

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	5,094,004	6,488,960	3,651,080	2,587,955
Corn, bushels.....				
Oats, bushels.....	270,400		47,900	
Barley, bushels.....	652,246	287,820	1,201,770	254,386
Rye, bushels.....	6,530	17,577	33,058	10,292
Flaxseed, bushels.....	86,905	74,302	195,000	111,476
Flour, barrels.....	750,305	596,296		757,281
Duluth, produced				
Superior.....	135,285	135,908	891,183	197,891
	260,237	194,338	255,000	

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month ending Dec. 31, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, centals.....	888,520	760,430	767,811	687,337
Corn, ".....	26,362	56,080	6,397	20,059
Oats, ".....	80,062	57,062	853	304
Barley, ".....	150,900	158,538	13,439	173,520
Rye, ".....	4,770	5,373		
Flaxseed, sacks.....	7,815	2,094		
Hay, tons.....	6,550	6,807	about 405	
Flour, lb bbls.....	122,305	79,888	82,724	69,965

RECEIPTS AND SHIPMENTS AT
PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 4 weeks ending December 29, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	57,600	40,200	35,800	10,800
Corn, bushels.....	906,700	3,102,980	55,400	880,870
Oats, bushels.....	691,900	1,437,700	486,300	1,360,500
Barley, bushels.....	444,600	214,800	382,000	145,100
Rye, bushels.....	27,600	24,600	7,800	6,600
Mill Feed, tons.....	720	185	4,682	5,431
Seeds, lbs.....	180,000		138,000	
Broom Corn, lbs.....	15,000	105,000		60,000
Hay, tons.....	3,610	3,190	739	881
Flour, barrels.....	24,750	21,000	25,650	19,350
Spirits & Liquors, bbls.	8,184	3,425	18,883	22,590
Syrup & Glucose, bbls.	350	1,450	26,041	40,071

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 17 months ending with December, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1894-95.	1893-94.	1894-95.	1893-94.
August.....	1,360,250	414,700	429,373	341,609
September.....	751,300	1,881,550	375,623	1,195,733
October.....	801,350	2,340,800	351,833	1,810,110
November.....	426,800	1,178,650	143,733	887,708
December.....	459,962	493,900	111,931	383,932
January.....		183,700		186,674
February.....		59,400		142,645
March.....		44,000		92,050
April.....		129,464		60,423
May.....		128,269		72,463
June.....		48,400		73,607
July.....		190,850		38,547
Total.....	3,799,662	7,093,633	1,412,493	5,285,498

The receipts at Chicago of flaxseed of the crop of 1894, from August 1 to December 31, was as follows: By railroad, No. 1, 2,897,400 bushels; Rejected, 745,250 bushels; No Grade, 49,500 bushels, making a total of inspected railroad receipts 3,692,150 bushels; the lake receipts were 53,512 bushels, making the total receipts by rail and lake for the five months 3,745,662 bushels. The total receipts by rail during the year 1894 amounted to 4,324,650 bushels; lake receipts amounted to 205,095, making a total of 4,529,745 bushels. The shipments for the same year were, by rail, 991,094 bushels; by lake, 641,848 bushels, the total of inspected shipments amounting to 1,632,942. Besides this there were 383,900 bushels in through and 62,700 bushels in non-inspected cars, making the total shipments from Chicago 2,079,542 bushels.

In 1893 the receipts of inspected flaxseed were 7,857,850 bushels, together with 54,450 bushels in through cars, which makes a total of 7,912,300 bushels. Shipments for the same year amounted to 7,269,860 bushels. In 1892 the total receipts were 9,046,950 bushels, the shipments 8,378,936 bushels; in 1891 receipts were 13,229,150 bushels, shipments 9,474,283 bushels.

Flaxseed stored in regular elevators at Chicago Saturday, Dec. 20, 1894, was as follows: No. 1, 421,615 bushels; No Grade, 609 bushels, a total of 422,224 bushels, against 337,088 bushels No. 1, 5,297 bushels Rejected, and 609 bushels No Grade, making a total of 342,994 bushels, at the same time in 1893.

WHEAT RECEIPTS AT PRIMARY
MARKETS.

The wheat receipts at nine primary markets during the 27 weeks ending January 5, for the three last years, were as follows:

	1895.	1894.	1893.
St. Louis.....	8,243,000	10,715,000	21,955,000
Toledo.....	12,450,000	10,194,000	19,904,000
Detroit.....	3,110,000	6,544,000	6,068,000
Kansas City.....	5,000,000	9,807,000	19,820,000
Cincinnati.....	610,000	673,000	1,387,000
Winter.....	30,121,000	38,023,000	69,144,000
Chicago.....	20,715,000	16,424,000	43,651,000
Milwaukee.....	4,165,000	7,396,000	9,425,000
Minneapolis.....	35,731,000	32,096,000	41,774,000
Duluth.....	26,993,000	25,655,000	31,982,000
Spring.....	86,974,000	82,141,000	126,892,000
Total, 27 weeks.....	117,095,000	120,164,000	195,976,000

The imports of Canadian hay have largely increased since the reduction of the tariff.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Jan. 12, 1895, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....		12,000	70,000		43,000
Baltimore.....	635,000	837,000	113,000	43,000	
Boston.....	982,000	33,000	249,000	12,000	16,000
Buffalo.....	4,332,000	442,000	51,000	81,000	1,363,000
do afloat.....	333,000	713,000	199,000		108,000
Chicago.....	25,812,000	3,651,000	1,294,000	143,000	31,000
do afloat.....	353,000	439,000	844,000		
Cincinnati.....	19,000	33,000	172,000	9,000	189,000
Detroit.....	1,311,000	68,000	33,000	2,000	7,000
do afloat.....	123,000				
Duluth.....	8,831,000	8,000	690,000	4,000	85,000
do afloat.....	33,000				
Indianapolis.....	175,000	179,000	110,000		
Kansas City.....	1,667,000	208,000	314,000	7,000	
Milwaukee.....	806,000		5,000	34,000	111,000
do afloat.....					
Minneapolis.....	17,089,000	10,000	692,000	46,000	84,000
Montreal.....	666,000	2,000	216,000	6,000	12,000
New York.....	10,441,000	883,000	1,335,000	10,000	45,000
do afloat.....	2,460,000	8,000	1,187,000	59,000	326,000
Oswego.....	37,000				136,000
Peoria.....	208,000	333,000	397,000	10,000	
Philadelphia.....	638,000	233,000	163,000		
St. Louis.....	5,883,000	1,991,000	743,000	4,000	84,000
do afloat.....					
Toledo.....	2,790,000	990,000	10,000	5,000	
do afloat.....	267,000				
Toronto.....	87,000		16,000		42,000
On Lakes.....					
On Canals.....	47,000		60,000		
On Miss. River.....					
Total.....	86,615,000	11,084,000	8,668,000	476,000	2,624,000
Corresponding date, 1894.....	80,433,000	11,310,000	3,973,000	573,000	2,160,000

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of December, 1894, was graded as follows:

Railroad.	White.				Hard.				Red.				No Grade.
	1	2	3	4	1	2	3	4	1	2	3	4	
C. B. & Q.....	1				8	1			88	13			1
C. R. I. & P.....					6	6			16	31			1
C. & A.....					32	6			45	21			5
Illinois Central.....	1	3			19	8			140	47			8
Freeport Div.....									2				
Galena Div. N. W.....													
Wis. Div. N. W.....									1	5			
Wabash.....	1	2							90	60			1
C. & E. I.....									113	47			5
C. M. & St. P.....	1												
Wis. Central.....													
C. G. Western.....									1				
A. T. & S. Fe.....					15	55			11	34			3
Through & Spec.....	5	1			23	5			853	181			2
Total each grade.....	9	5			103	78			1,360	390			12
Total W. wheat.....													1,983

Railroad.	Colorado.				No Grade.	White.				Mixed Wheat.
	1	2	3	4		1	2	3	4	
C. B. & Q.....										
C. R. I. & P.....										
C. & A.....										
Illinois Central.....										
Freeport Div.....										
Galena Div. N. W.....	21	3								
Wis. Div. N. W.....										
Wabash.....										
C. & E. I.....										
C. M. & St. P.....										
Wis. Central.....										
C. G. Western.....										
A. T. & S. Fe.....										
Through & Special.....										
Total each grade.....	21	3								
Total sp. wheat.....										

Railroad.	No Grade.				No Grade.
	1	2	3	4	
C. B. & Q.....					
C. R. I. & P.....					
C. & A.....					
Illinois Central.....					
Freeport Div.....					
Galena Div. N. W.....					
Wisconsin Div. N. W.....					
Wabash.....					
C. & E. I.....					
C. M. & St. P.....					
Wisconsin Central.....					
C. G. Western.....					
A. T. & S. Fe.....					
Through & Special.....					
Total each grade.....					
Total rye.....					

Railroad.	Yellow.				White.				No Grade.
	1	2	3	4	1	2	3	4	
C. B. & Q.....	17	165	5	10	24	168		81	
C. R. I. & P.....	6	84		4	19	71		31	
C. & A.....	8	351	1	46	9	417		97	5
Illinois Cent.....	10	1,190	9	249	7	513		100	
Freeport Div.....	1	6		2	1	13		8	
Gal. Div. N. W.....	1	11			3	1		8	
Wis. Div. N. W.....									
Wabash.....	5	601	3	257	6	377		124	26
C. & E. I.....	1	451	1	129	2	504		149	
C. M. & St. P.....	4	1			2	5		20	1
Wis. Central.....									
C. G. Western.....									
A. T. & S. Fe.....	5	107		23	2	90		91	
Through & Spec.....		421		39	28	384		98	6
Total each grade.....	67	3,292	19	753	108	3,448		810	43
Total corn.....									7,534

Railroad.	White.				White Clipped.				No Grade.
	1	2	3	4	1	2	3	4	
C. B. & Q.....	412	118			14			4	
C. R. I. & P.....	91	96			32			2	4
C. & A.....	40	24			39				
Illinois Central.....	95	43			50				1
Freeport Div.....	124	34			6				
Galena Div. N. W.....	241	112			58				1
Wis. Div. N. W.....	103	24			3				
Wabash.....	44	10			26				
C. & E. I.....	42	46			62				
C. M. & St. P.....	291	86			64				1
Wisconsin Central.....	3								
C. G. Western.....	74	51			26				
A. T. & S. Fe.....	19	46			27				
Through & Special.....	23	15			91				
Total each grade.....	1,602	700			597				7
Total oats.....									3,102

Railroad.	Bay Brewing.				Chevalier.				No Grade.	Total No. Cars all grain by Roads.
	1	2	3	4	1	2	3	4		
C. B. & Q.....	20	24			1					1,310

ELEVATOR

GRAIN NEWS

A cotton seed oil mill will be erected at Morrillton, Ala.

W. D. Sloan, grain dealer at Huron, Kan., has sold out.

A 30,000-bushel elevator is to be erected at Lakota, Minn.

J. Irish is carrying on a hay, feed and coal business at Clinton, Wis.

Giles Burt is doing a good business in hay and coal at Clinton, Wis.

There are rumors of another elevator being erected at Clyman, Wis.

R. O. Pennwell has started in the grain business at La Hogue, Ill.

A. S. Loomis of Halifax, Pa., is dealing in grain, lumber and coal.

Geo. K. McComas and others will build an elevator at Covington, Ind.

A company has been organized to build an elevator at St. Johns, Ohio.

It is reported that a large elevator will be erected at Grand Trunk, Ind.

Hartman & Markward have leased the Fitch Elevator at Warrensburg, Mo.

Grant Cardiff has purchased Jordan Bros' grain business at Birkbeck, Ill.

A. M. Hill & Co. of Fort Fairfield will erect a starch factory at Easton, Maine.

W. H. & E. S. Minor, dealers in grain, etc., at Brattleboro, Vt., have sold out.

F. H. Deane & Co., grain dealers at Richmond, Va., have dissolved partnership.

J. M. Bunker & Son, hay dealers at Dover, N. H., have dissolved partnership.

J. P. Litchfield's elevator at Lacon, Ill., is completed and is now in operation.

John Schroeder is building a new granary and a machine shed at Waterloo, Wis.

Duncan, Hollinger & Co., grain brokers at Omaha, Neb., have dissolved partnership.

Wm. Fant of Flemingsburg is erecting a large grain warehouse at Johnson Junction, Ky.

Zeller & McIntyre, grain dealers at Sterling, Ill., are reported as receiving a great deal of corn.

Farmers at Calamus, Iowa, are said to be selling corn to each other—those who have corn to sell.

Norton & Winton have succeeded to the grain and feed business of Norton & Clock at Delta, Colo.

M. C. Nelson has succeeded to the milling and grain business of Nelson & Humphrey at Essex, Iowa.

Buehrig & Imig have finished their 40,000-bushel elevator at Minier, Ill., and it is now in operation.

E. D. Tilson will build an elevator to be operated in connection with his flour mills at Tilsonburg, Ont.

J. T. Burgett, the enterprising grain merchant of Duvall, Ohio, is building a flour and salt storehouse.

In three days recently 2,000 bushels of wheat was delivered at Austenville, Ohio, at 50½ cents per bushel.

Farmers of Lawrence county, Pennsylvania, are said to be generally holding wheat for a rise in prices.

Baker, Hale & Co., grain and flour dealers at Providence, R. I., have been succeeded by U. P. Hale & Co.

John E. Elton has succeeded to the business of Haynes & Elton, dealers in hay, etc., at Savannah, Ga.

J. S. Hewins, a prominent citizen of Rankin, Ill., is operating an elevator and carrying on a grain business.

The B. & W. Railway Company is reported as contemplating the erection of an elevator at Hedrick, Iowa.

The Heri-Rendlen Brewing Company has been incorporated at Hannibal, Mo., with a capital stock of \$56,000.

The Mankato, Minn., Malt and Grain Company are making stringent efforts to secure barley at their home market.

In the suit of the Soo road vs. the Home Insurance Company for loss sustained by the burning of plaintiff's elevator at Gladstone, Mich., in 1891, the court

has awarded the road \$28,607, with interest from March 2, 1892.

The Mead Mercantile Company of Slater, Mo., dealers in grain and tobacco, assigned recently.

S. L. Robinson has retired from the grain and produce commission firm of C. A. Whyland & Co. of Chicago.

F. V. Haven & Co. have succeeded to the grain shipping business of A. B. Taylor & Co. at Minneapolis, Minn.

The Enterprise Mill Company will build an elevator to be operated in connection with their mill at St. Jacob, Ill.

A. Lanehart, grain dealer at Butler, Ohio, is building a model corn crib in connection with his grain warehouse.

The elevator on the Northern Pacific tracks at St. Cloud, Minn., will be moved and equipped with modern machinery.

D. O. Martin paid \$7,200 for the salvage in the damaged wheat at the Mapleton, N. D., elevator which burned recently.

The Midway Elevator Company of Minneapolis, Minn., has recently been incorporated with a capital stock of \$100,000.

The W. S. Ankeny Seed and Grain Company has been incorporated at Minneapolis, Minn., with a capital stock of \$50,000.

The farmers' elevator at Cypress River, Man., has been compelled to close down, no grain being marketed at that point.

Canterbury & Co. have purchased the stock of barley damaged at the burning of Michael's warehouse at South Side, Wis.

Farlow & Fleming, grain dealers at Allenville, Ill., have moved their grain office to their elevator for greater convenience.

Smith G. Young, a member of the Kilmer Commission Company of Chicago, dealers in hay, etc., has retired from the firm.

The total wheat receipts at Superior, Wis., elevators during 1894, estimating the last three days of December, were 16,109,647 bushels.

The Union Grain & Hay Company of Cincinnati are contemplating buying the Morgan & Dye elevator and warehouse at Milldale, Ohio.

Thomas Baldwin & Son have bought the stone elevator and warehouse at Dixon, Ill., and will operate it in connection with their mill.

It is reported that C. P. Christianson of Norway, Iowa, will build a wheat hospital at Superior, Wis., in time for next season's crop.

The John Desert Lumber Company of Mosinee, Wis., recently bought the Matheson Trading Company's elevator at Elkhorn, Wis.

W. B. Tilghman & Co., bay grain receivers of Baltimore, Md., assigned recently. Assets, \$15,000; liabilities, between \$15,000 and \$20,000.

Everett, Aughenbaugh & Co. are thinking of building an elevator at Waseca, Minn., next spring, to be run in connection with their mill.

P. G. Kraemer & Co. are erecting a large building at Duluth, Minn., in which they will carry on a hay, feed and flour commission business.

There are said to be about 4,000 tons of wheat at the West Seattle, Wash., elevator, all of which belongs to only two or three different persons.

If reports may be trusted, and all the projects materialize, there is going to be a great increase of the elevator capacity of Manitoba this year.

Dow & Curry have completed a large grain warehouse which they will operate in connection with their oatmeal mill at Pilot Mound, Man.

W. H. Scott is the manager of Smith, Hippen & Co.'s elevator at Havana, Ill. The house was remodeled last summer at a cost of \$1,000.

A grain company under the firm name of W. A. Gundry & Co. has been organized at Scales Mound, Ill., by W. A. Gundry and Alfred Hicks.

The grain firm of Stacy & Co. of Bloomdale, Ohio, have dissolved partnership. Mr. Campbell has retired and Mr. Stacy will continue the business.

The Midway Elevator Company's new 750,000 bushel house at Minneapolis has made application to the Chamber of Commerce to be made regular.

The Chicago Feed and Grain Company has been incorporated at Chicago by F. W. Metz, Ernest Sadler and H. F. White. The capital stock is \$10,000.

Over 500,000 bushels of oats have been marketed at Remington, Pa., since harvest, and it is said there are 100,000 bushels more to be marketed at that town.

The Lake of the Woods Milling Company at Winnipeg, Man., has decided to erect twelve storage elevators and one receiving elevator at different stations in

Manitoba. Six of them will have a capacity of 40,000 bushels each, and the others 10,000 to 16,000 bushels each.

J. H. Marks, grain and stock dealer at Boscobel, Wis., is building up a good trade in the general merchandise business, and has a branch at Fennimore.

The Fisher Company, said to be one of the largest bucketshop concerns in New York City, sustained heavy losses recently and has gone out of business.

The Gardener elevator has been incorporated at Detroit, Mich., by Richard W. Katherine and Oliver N. Gardener. They have a capital stock of \$25,000.

The farmers' elevator at Zumbrota, Minn., has bought 120,000 bushels of barley and twelve carloads of wheat and rye since the house was opened last fall.

The Prescott Elevator Company has applied for incorporation with a capital stock of \$250,000. The company will build a new grain elevator at Prescott, Ont.

F. O. Weeks & Co., grain dealers, have closed their commission office at Galena, Ill. They have placed their branch at Scales Mound in charge of Alfred Hicks.

Pemberton & Gilmore are carrying on a successful grain business at their elevator at Havana, Ill. They have put in a gasoline engine which gives good satisfaction.

The Mount Pulaski Grain Company of Mount Pulaski, Ill., is doing a good business. Large shipments of corn are being received at the branch house at Buffalo Hart.

Hay men are asking how it comes that Chicago, the city of great things, is without a hay exchange, modern hay terminals, and is altogether behind the times in such respects.

Hartley Bros., grain dealers of Remington, Ind., have recently built a 160-foot corn crib, the latest addition to their growing business, and have now 45,000 bushels of corn in store.

A. Woodard & Co. are dealers in grain, feed, coal, etc., at Clinton, Wis. They carry on a large business at their elevator, which is under the efficient management of H. N. Cronkite.

Traer, Iowa, is shipping in a good deal of corn—coming by the carload. A prominent stock feeder said that over \$100,000 would be expended for grain in and about Traer this season.

The Great Western Feed Company of St. Louis Mo., was organized two years ago, and under the leadership of A. W. Eicks has gained a prominent place among the business concerns of that city.

Work on Rathje & Jurz's new elevator at Frankfort, Ill., is nearing completion. The brick engine house is completed and the engine and boiler installed. The elevator will soon be in operation.

The Central Elevator Company of Delhi, Minn., was unfortunate enough to have 12,000 bushels of wheat in its elevator when the assessor called the other day, and the result was an enormous tax.

Spellman & Bock are building cribs at Williamsville, Ill., which will have a capacity of 70,000 bushels. It is reported that the same firm is considering the erection of an elevator in the near future.

The Simpson & Robinson Company is building a detached steam plant for the Keith elevator at Chicago. A new 760-horse power engine with all the latest improved appliances will be put in.

M. G. Rankin, dealer in grain and feed, and Frank M. Durkee, dealer in coal, lime, etc., have formed a partnership and combined their businesses, which they will reinforce and carry on together.

Farmers in the vicinity of Oakesdale, Neb., have sold about all their crops. Grain has been shipped from that market to the amount of 552,600 bushels, including wheat, barley and oats, but no corn.

The grain warehouses at Crockett, Cal., are said to contain more wheat than ever before since they were moved to that place. Eppinger & Co. have no more room and are compelled to store at South Vallejo.

R. E. Connell, who has carried on a grain and lumber business in connection with his general store at Hayton, Wis., has sold out his general store and will now give his whole attention to grain, lumber, etc.

The Macdonald Engineering Company write us that they are erecting a 10,000-bushel country elevator for Southwork & Co. of Toledo, Ohio, at Moffatt Station, Ohio, on Macdonald's Honeycomb Construction plan.

A Burlington, Iowa, grain dealer knows how to hold his cap for the good of an ill wind. He is buying up corn in Illinois and shipping it to various points in Iowa, where farmers are glad to get it for feed for stock.

Buckley, Pursley & Co., grain dealers of Peoria, Ill., leased an elevator at Table Grove some time ago with a verbal agreement, according to the lessors, that they would vacate the house when it was sold. When the elevator was sold the company had a good deal of grain

in it that they could not ship without loss. They resisted possession in the court, but were ordered to vacate.

The Pacific Elevator Company has been incorporated at Los Angeles, Cal., with a capital stock of \$50,000. The directors are G. L. Chapman, W. M. Bowen, T. M. Martin, L. B. Pemberton and C. C. Bowen.

Madison county, Ohio, had the largest corn crop ever known in her history last season. During November, when only a small part of the crop was harvested, 392 carloads, or 255,000 bushels, of shelled corn was shipped.

The Car Grain Dealers' Association of Buffalo, N. Y., elected the following officers at a recent meeting: Charles Kennedy, president; Jas. H. Rodebaugh, vice-president; S. W. Yantis, secretary; and Wm. V. Downer, treasurer.

The A. A. Davis Milling Company write us that they will build a 100,000-bushel elevator at Davenport, Wash., next spring. This company is among the representative millers of the state, and its business is constantly increasing.

J. W. McDow, grain dealer at Newbern, Ill., finds his business in first-rate shape and increasing. From August to the middle of November he shipped 50,000 bushels of wheat to St. Louis, Mo., and large shipments of corn followed.

The Rankin Grain Company claims the oldest and largest elevator in Rankin, Ill. The company is composed of J. L. McCauley, president; E. H. Whitman, secretary and treasurer; W. A. Rankin and B. H. Durham, both of Onarga.

Ira G. Humphrey owned a grain elevator at Monroe, Mich. It was on the Michigan Central Railroad right of way and the railroad company recently demolished the building, it is alleged. Mr. Humphrey has brought suit to recover \$5,000 damages.

W. J. G. Dickson, commission merchant of South Edmonton, Alberta, who has been shipping oats to British Columbia, has received the welcome intelligence that his shipments were so satisfactory that an unlimited quantity was wanted.

The W. W. Ogilvie Milling Company will build six new elevators in Manitoba in the spring in order to accommodate the increase in the grain production. The company's mill at Winnipeg will be enlarged and other improvements undertaken.

The Garrison Milling and Elevator Company filed articles of incorporation recently with a capital stock of \$50,000 to do a general milling business at Costilla County, Colo. The incorporators are J. K. Mullen, A. S. King and Charles H. Wilkin.

Bartlett, Frazier & Co. of Chicago have purchased the grain saved from the C. H. & D. elevator which was burned at Toledo recently. It is estimated that there is 347,000 bushels of wheat, and the price at which the deal was closed was \$76,000 cash.

Richard Leinbach of Harrisburg, Pa., has purchased the grain, coal and lumber business of S. B. Kepple at Robesonia. Mr. Kepple has been in the business for the last thirteen years, and he will retire next March, when Mr. Leinbach will take possession.

James Wynkoop, a large jobber on the New York Produce Exchange, surprised the grain trade by announcing his retirement the first of the year. He said he had made enough money to quite satisfy him, so he sold out to Williams & Rickerson. He is in an enviable position.

Patten, Jackson & Co. have just completed the building of their new elevator at Carthage, S. D. It has a capacity of over 45,000 bushels, which is claimed to be the largest in the state. It is thoroughly fitted up with the latest improved machinery and is almost fireproof.

The owner of the Jasper elevator at Quincy, Ill., has been notified by the city council that the elevator site has been selected as a fitting location of the water works pumping house and he will please vacate. But the elevator may not be moved for five months yet, as the lease does not expire till then.

The case of C. H. Maxey vs. the German Insurance Company, in connection with the old Star Elevator litigation, was set for December 14 at Minneapolis. The defense did not put in an appearance until it was too late, and then wanted the case reopened. The court refused to set aside the judgment given Mr. Maxey.

The National Elevator at Chicago, notorious for its embroglings with the Board of Trade, has recently lost about half of its entire stock of wheat—350,000 bushels. The dealer who held the receipts chartered boats to Buffalo and loaded the grain out. It is said that the balance of the wheat has been secured by Murry Nelson.

St. Louis, Mo., claims to have the largest elevator syndicate in the world—the United Elevator Company, whose houses have a capacity of nearly 10,000,000 bushels. The company owns the Merchants' Elevators "A" and "B," the St. Louis, Union Depot, Central "A" and "B," Venice, Union, Advance, East St. Louis

and Valley. Among the members of the company are Web M. Samuel, president; Hugh Rogers, vice-president; B. L. Slack, secretary, and C. A. Cunningham, assistant secretary.

W. E. Sherer, agent for the Eureka Grain Cleaners in the Northwest, reports the following recent sales: One No. 5 horizontal close scourer to M. B. Sheffield of Faribault, Minn.; one No. 1½ milling separator and one No. 1½ horizontal close scourer, one No. 2 double receiving separator and one No. 1 horizontal close scourer.

There is some agitation for an elevator to transfer all-rail grain from car to car in Buffalo, N. Y. It is said that since the through billing arrangements went into effect the grain business has very largely increased. It is said that nothing short of a 500,000-bushel elevator will do. A grain transfer car is not wanted.

Several years ago the grain, flour and feed firm of Smith, Northam & Co. of Hartford, Conn., adopted a plan of profit-sharing. They recently made their usual annual distribution to 38 of their 45 employees, all who had been in their employ a year or over. The sum of \$2,000 was distributed in proportion to the salaries of employees.

C. and F. Haynes, formerly in the grain and produce business at Waukesha, Wis., have been arrested at Milwaukee charged with obtaining money under false pretenses. It is alleged that they bought barley from farmers to the amount of several thousand dollars and have no money to pay them for it. Both claim to be confident of establishing their innocence.

The Seckner Contracting Company has been awarded the contract for erecting a 60,000-bushel elevator at Gardner, Kan., for J. B. Ward. The company has been receiving a great many contracts recently from the West and South, one of a late date being the construction of a store and office building at Houston, Texas, which will cost \$184,000.

Owing to increased business and lack of storage facilities at interior points the Northern Elevator Company (Limited) has decided to erect ten new elevators next season of 25,000 bushels' capacity each at different points throughout the province. It is also the intention of the company to erect a storage elevator at Winnipeg of 250,000 bushels' capacity.

Hall Bros., grain dealers of Duluth, Minn., who purchased the property of the Zenith Elevator Company about a year ago and who have since continued the business under the same name, are making improvements to their plant which will cost \$2,000. They have completed their large warehouse and have put in appliances for the manufacture of cornmeal and feed.

Joseph and Morris Rosenbaum and Secretary E. L. Glaser have retired from the Chicago O'Neill Elevator Company. Mr. O'Neill explained that there was no dissatisfaction or trouble of any sort; that the Rosenbaums were a receiving house and they concluded that it was unwise to be partners in an elevator concern at the same time, as it might give rise to complaints from their customers in some instances.

W. H. Howland & Co., one of the largest firms of grain dealers in Canada, with headquarters at Toronto, Ontario, have decided to go into liquidation on account of heavy losses. Two years ago the firm had a surplus of over \$200,000. Now it is stated that it has nothing. Sir W. P. Howland, ex-lieutenant governor of Ontario, is the head of the firm. His partner is P. L. A. Tilley, son of Sir Leonard Tilley, formerly finance minister of Canada.

The Simpson & Robinson Company has secured the contract to erect a duplicate of the Aaron elevator, which has a capacity of 300,000 bushels, at South Chicago, Ill., for Albert Schwill of Cincinnati, Ohio. It will be erected at South Chicago, and work has already been commenced. The Simpson & Robinson Company makes a specialty of time contracts and has gained an enviable reputation for the prompt manner in which their work is completed.

Nathan Tufts & Sons, dealers in grain, meal, hay, etc., at Boston, Mass., is the oldest grain firm in the city. The business has been in the hands of fathers and sons for nearly three-fourths of the present century. And many of the employees of the company have been with them for over twenty-five years, Mr. Windsor Wright having completed forty-seven years' service. The house is progressive and popular, too. Is there such another firm in the United States?

N. B. Kendall of the firm of Kendall & Smith, Lincoln, Neb., was arrested recently on the charge of obtaining money under false pretenses. The firm of Kendall & Smith a couple of years ago was engaged in the grain business. Elevators and warehouses belonging to the firm were located at a dozen different points in the West. It is charged that the firm borrowed about \$20,000 from the Nebraska City Bank and gave as security for part of the sum warehouse receipts for grain in their elevators. When the bank could not realize its claim from other securities an investigation was made, and it was found that there was no grain on hand in the elevators to secure the receipts. The issuance of the warrant was the result and the arrest

followed. There is also a warrant for the arrest of Smith, the other member of the firm, but he has not yet been found.

Geo. M. Irwin, the discretionary pool operator at Pittsburg, Pa., who "failed" some time ago, has decided to return all the money placed in his hands by customers and which was not actually invested by him in grain deals. This statement was made authoritatively by Irwin's chief counsel, who said that his client was morally but not legally bound to return this money. He further said that not over \$10,000 to \$20,000 is represented in the suits against Irwin.

The Hayward Elevator Company of Kansas City, Mo., brought suit against the Royal and Phoenix Insurance Companies to recover payment of insurance policies on the plant, which burned two years ago, and were awarded \$1,500 from the Royal and \$2,045 from the Phoenix. A great deal of expert testimony was brought out as to the regularity of the company's warehouse, construction, plant, etc., and with a hard fight the Hayward Company came out ahead.

The receipts of grain of the crop of 1894 at Milwaukee, Wis., compared with the receipts of the two previous years, is as follows: Wheat, 3,082,847 against 5,771,117 bushels in 1893 and 6,591,713 in 1892; corn, 104,000 bushels, against 284,075 bushels in 1893 and 172,000 bushels in 1892; oats, 2,443,000 bushels, against 3,308,000 bushels in 1893 and 2,969,368 bushels in 1892; barley, 7,322,546 bushels, against 8,295,736 bushels in 1893 and 6,259,719 bushels in 1892; rye, 356,609 bushels, against 504,200 bushels in 1893 and 973,865 bushels in 1892.

The Freeman Milling Company at Superior, Wis., has completed its fine 250,000-bushel elevator. This house is located just south of the mill and is easily accessible by water and rail. The plant has a 150-horse power Corliss Engine, and is equipped with improved machinery throughout, including the belt system of conveying grain and rope drives. The plant has two receiving legs, with a capacity of 10,000 bushels per hour, and the boots are exactly 36 inches above high-water mark, which absolutely insures them from being flooded. A special feature of this elevator is that it is so built that all the wheat can be cleaned before it goes to the bins, which is a step toward economy in handling.

A case of some interest has recently been decided at Duluth in the litigation of William Turle vs. William C. and Mary Sargent to recover on a promissory note for \$5,826. In 1890 Turle was associated with W. G. Hooker in the grain commission business at Minneapolis. In February, 1890, Turle claimed that Hooker misappropriated \$8,000. Sargent was informed of the fact and being Hooker's friend, gave Turle a promissory note for \$8,000 to keep him from proceeding against Hooker. Sept. 29, 1892, the note, with interest amounted to \$8,826, but was reduced by Turle without compensation to \$5,826, with Mary Sargent's indorsement. The court held that the note represented no indebtedness or value received, was illegal and void, and that the defendants were entitled to recover costs and disbursements.

W. A. Poyer, formerly a grain buyer of Norwalk, Ohio, but of late engaged in speculation in Chicago, was made the defendant in a foreclosure suit recently brought by John Gardiner, president of the Norwalk National Bank, in which judgment is asked for \$20,500. Poyer set forth as a defense that many years ago he was engaged in a certain transaction wherein he pretended to purchase certain commodities for future delivery; that the transaction was colorable only, and that it was not his intention to receive nor of the other parties to deliver these commodities, but that, at the time stated as the time of delivery, they should settle with each other upon the basis of the then market price of the commodities; that Gardiner was fully aware of the nature of the transaction and agreed to loan Poyer money to carry on the deal. Poyer further alleges that there was usury in the loan and that if Gardiner had properly given him credit for payments made the whole debt would have been canceled. Gardiner denies that he had any knowledge whatever of the deal. About two years ago the Bellman Seed and Grain Company of Chicago brought suit against Poyer to compel him to make good some margins. Poyer set up the same kind of a defense, but the court decided against him.



NOT A ROPE DRIVE, BUT A ROPE PULL.

THE EXCHANGES

The annual election of the Superior Board of Trade is held January 15.

Memberships of the Minneapolis Chamber of Commerce are held at \$275.

Tickets of membership to the New York Produce Exchange are held at \$425.

The annual meeting and election of the Winnipeg Grain Exchange was held January 9.

The sales of sample tables at the Boston Chamber of Commerce resulted in premiums \$104 in excess of last year's.

A Board of Trade Clearing House Association has been organized at Duluth with an authorized capital of \$50,000.

The Duluth Board of Trade has fixed the membership assessment for the year at \$35, with a rebate of \$10 if paid within 30 days.

An effort is being made to modify the by-laws of the Buffalo Merchants' Exchange to cancel certificates of delinquent members instead of selling them at auction.

According to time-honored custom Board of Trade men indulged in an innocent little frolic at the end of the old year 1894. The chief feature of the celebration at Chicago was exploding sample bags of flour and grain.

Mr. George Spencer, president of the Duluth Board of Trade, has resigned his position in that institution and gone on a trip through the East and South. Vice-president B. C. Church will serve until the regular annual election.

At the election of officers of the Duluth Board of Trade, held January 15, the following ticket is to be voted upon: For president, B. C. Church; vice-president, W. S. Moore; directors, A. H. Burke, George Spencer, J. N. McKindley.

We have received from T. C. Friedlander, secretary of the San Francisco Produce Exchange, the twenty-seventh annual report of that institution for the year ending July, 1894, together with the statistical report for the year ending June 30.

The directors of the Chicago Board of Trade have decided that as the two grain warehouses which have become irregular under its rules are licensed by the state of Illinois, the stocks of grain stored in them will be retained in the visible supply.

The following members of the Toronto Board of Trade were nominated to be voted upon at the coming election: For president, Jas. A. Cantlie; first vice-president, John Torrence; second vice-president, John McKergow; treasurer, C. F. Smith and Frank J. Hart.

H. D. Booge Jr. of the firm of Booge, Frazee & Co., Chicago, has been tried before the board of directors of the Board of Trade for carrying on a bucket shop business. The trial resulted in the suspension of Booge from the privileges of the Board for ten years.

The Milwaukee Chamber of Commerce has adopted a rule prohibiting regular warehouses from purchasing grain at country points, or from dealers at country points. But they may buy in the markets of the cities of Duluth, Superior, St. Paul, Minneapolis, Omaha, Kansas City, Milwaukee or Chicago.

At a recent meeting of the Baltimore Corn and Flour Exchange the commission rules in regard to the sale of clover seed were amended by the substitution of 1½ per cent. commission on car lots instead of 2 per cent., and for lots less than a carload 2 per cent. Lots of 150 bags are considered a carload.

The meeting of the St. Louis, Mo., Merchants' Exchange to elect officers and directors for 1895, was declared to be the largest for years. The following officers were elected: Thomas Booth, president; C. M. Forster, first vice-president, G. D. Barnard, second vice-president; directors, W. G. Boyd, C. L. Heitzberg, W. A. Gardner, Chris Sharp, S. J. Quinlivan and H. F. Langenberg.

At the Chicago Board of Trade election January 7, the following officers were elected: President, William T. Baker; second vice-president, Richard S. Lyon; directors, Carlos H. Blackman, W. B. Waters, William H. Crocker, Roswell P. Fish, John Hill Jr., Michael Cudahy, Thos. Bennett, E. S. Jones, Z. R. Carter, J. L. Clark, F. K. Dunn, J. C. Ross, G. R. Nichols, Wm. Nash and W. L. Kroeschell.

"The new directors of the Chicago Board of Trade are having their attention called to the 'retrenchment policy' which cut some figure in the recent election," said a member recently. "It is a fact that the high salaries being paid to some of the officials of the board were instituted when members were getting ¼ and ½ commissions. As these are now 1-16c and 1-32c (or less) the majority of the members think that those officials should share in hard-times prices. The members

themselves have cut down their personal and office expenses at least a half, so their request is not unreasonable."

The Chicago Board of Trade clearing house makes the total clearances for the year \$56,060,294.88, against \$63,707,668.13 in 1893. Total balances were \$20,519,901.58 compared with \$26,896,677.17 for the previous year.

The following officers were elected at a recent meeting of the Toledo Produce Exchange: President, T. A. Taylor; first vice-president, W. H. Morehouse; second vice-president, Milton Churchill; secretary, Denison B. Smith; treasurer, Wm. E. Brigham; directors, J. Frank Zaum, Frank I. King, Fred. O. Paddock, Julius J. Coon, George A. White, Frederick J. Reynolds, James E. Randall, Frank N. Quale, Steven W. Flower, Ernest W. V. Kuehn.

Shippers and receivers of grain at the Chicago Board of Trade played a bear trick on the Board directorate to even up on them for raising the annual dues from \$45 to \$100. They made a compact not to compete for the sample tables this year, and Secretary Stone faced a small conspiracy when he began the auction sale. Last year premiums amounted to about \$5,000, and they have run as high as \$10,000. The "trust" got in its work in the bidding by not bidding, and the treasury lost about \$5,000.

The new Kansas City Board of Trade held an exciting election January 8. J. K. Davidson was elected president, R. E. Talpey first vice-president, L. M. Miller second vice-president; directors, W. H. Reed, G. E. Thayer, F. P. Chalfant, E. W. Shields, W. T. Kemper, J. I. Glover, J. W. Moore, H. L. Harmon, H. Vanderslice, F. Goodnow, J. A. Robinson. The new president is a member of the grain firm of Davidson & Smith, the first vice-president is a member of the grain firm of Talpey Bros. and the second vice-president, L. M. Miller, is president of the Zenith Milling Company. The Board of Trade has just severed its connection with the Commercial Exchange, and this was its first election.

GLASGOW'S TRADE FOR 1894.

In their annual circular reviewing the grain and flour trade of Glasgow for 1894, Dunlop Brothers of Glasgow, Scotland, say: Notwithstanding the low level of values with which the year opened, it will be found that, with the exception of Indian corn and Canadian white peas, which are respectively about 1s 6d and 1s per quarter dearer, every other article of the trade is cheaper now. On foreign wheats the reduction amounts to from 2s to 3s per quarter. In this connection it may be noted that the official average price of English wheat is now given at 20s 5d per quarter, against 26s 6d this time twelve months—a decline of 6s 1d per quarter. A much lower depth, however, was reached when, on the 6th October last, the average touched 17s 6d per quarter, as against 27s 6d for the corresponding period of 1893. Inferior quality of the grain then marketed doubtless had something to do with this abnormally low quotation. Grinding beans are some 6d to 1s per quarter cheaper; but feeding beans, barley and oats are each 2s to 2s 6d per quarter lower, and oatmeal 1s 6d to 2s per load.

Imports, with the exception of barley and beans are lower than last year. Wheat, with 450,913 quarters, shows a decrease of 138,211 quarters. Flour is less by 96,640 sacks, though showing the large total of 1,521,003 sacks per 280 pounds. Indian corn comes remarkably close to last year, with the slight decrease of 4,757 quarters, Mediterranean and Black Sea supplies supplementing an American deficiency. Barley, one of the exceptions mentioned above, exceeds last year by 97,392 quarters, and, at 408,451 quarters, surpasses any previous record; the greater bulk of this came from Mediterranean and Black Sea ports. Oats, though about an average, are down 31,333 quarters. Beans, at 163,392 quarters, chiefly from Mediterranean and Black Sea ports, show the highest import for many years, exceeding last year by 52,709 quarters. Peas and rye are considerably under last year. We are again indebted to America and Canada for our entire wheat supply, saving some 41,000 quarters composed of Russian sorts received in the early part of the year, and a few thousand quarters of home-grown. Flour supplies, as usual, come chiefly from transatlantic sources, but Hungary contributed her usual proportion, increasing toward the close of the year.

Exports by railway and coastwise indicate little change on flour; but wheat, oats, oatmeal, peas, maize and rye are all more or less reduced, while barley, beans and Indian peas are considerably increased.

The year opened with exceptionally heavy stocks of wheat and flour, and, as was to be expected from the diminished import, closes with a reduction of 60,701 quarters and 79,115 sacks. Barley and oats are increased respectively 32,354 quarters and 24,726 quarters, while Indian corn, oatmeal and peas are slightly reduced.

The average weekly consumpt and export of wheat and flour this year we find to be 9,839 quarters and 30,789 sacks respectively, showing little variation from the year before.

Cheap wheat has killed many bulls the past year, but it has saved many a hog.

OBITUARY

Desire Parent, grain and hay dealer at Montreal, Quebec, died recently.

Andrew G. Lausten of the Northwestern Linseed Oil Company, Chicago, died December 21.

Phedime Demers, connected with the firm of G. Montague & Co., grain and flour commission merchants of Chicago, died December 21.

B. F. Williams, who had been in the grain business at Sheffield, Ill., since 1858, died December 22. He was a prominent Mason, and was well known in business circles throughout the state.

Albert M. Quigley of the firm of Quigley & St. John, grain dealers, died suddenly at his home in Mobile, Ala., December 4, at the age of 36 years. He entered business at an early age, and although a young man was prominent in the business interests of Mobile.

Mr. William Blanchard, one of oldest members of the New York Produce Exchange, died recently. Mr. Blanchard had been for many years a prominent and successful member of the grain trade, but he had lately been in poor health and not actively engaged in business.

P. B. Mann, a well-known grain commission man of Minneapolis, Minn., died January 5 of Bright's disease. He went into the grain business at Minneapolis in 1887, and was president of the P. B. Mann Company and of the Minnesota and Western Grain Company. He was 61 years of age.

Wm. A. Barkameyer, superintendent of the Halstead Milling and Elevator Company's mill and grain storage plant at Halstead, Kan., died December 27 of pulmonary trouble. Mr. Barkameyer was widely known in the grain trade of the Southwest, having been associated with B. Warkentin for the past 19 years.

P. G. McLoughlin, a leading Board of Trade speculator at Chicago, dropped dead on the street January 9. Mr. McLoughlin has been for many years a member of the Board of Trade, and was well and favorably known among the members of that institution. He was 65 years of age, and leaves a wife and family. Some years ago he was the owner of the McLoughlin Elevator and operated a successful business for a long period of years, but finally met with financial reverses. He was subject to fainting spells, which he said were caused by a stomach complaint.

Enos M. Cowles, a well-known member of the Chicago Board of Trade, died January 3 from the effects of a cold contracted a week previously. Mr. Cowles was born in Vermilion, Oswego county, N. Y., in 1835. He was engaged in the grocery business at Niles Center, Mich., for six years, and afterward was a citizen of Waverly, Iowa, for nine years. He came to Chicago in 1875 and engaged in the grain and commission business. He was one of the charter members of the Open Board of Trade, and was for three years president of that institution. Mr. Cowles leaves two sons, William H. and Frederick S., both of whom are members of the Board of Trade.

THE SEED DISTRIBUTION HUMB- BUG.

Secretary Morton of the Department of Agriculture now and then has a happy thought. The latest thought of this kind to strike him is the waste of money, time and labor expended upon the distribution of seeds. He accordingly has prepared a bill providing that hereafter seeds, bulbs, cuttings, plants, etc., shall be sent direct to the agricultural experiment stations and by them be distributed only to such persons as really want them. To what an extent this nuisance has grown is shown by some of the statistics. Last year there were distributed 7,440,000 packages of vegetable seeds, 640,000 packages of flower seed and about 1,500,000 packages of cereals, forage plants, cotton, root crops and peanuts. There were 1,800,000 citizens who received an average of five papers of seed each and the cost to the government was \$255,000. How highly seed distribution is appreciated is shown by the fact that only 940 persons out of the 1,800,000 cared enough for their packages to acknowledge them.

A Nebraska lumber dealer wears a kernel of corn, mounted in gold, for a scarf pin. He states that that is the most expensive article that people can wear in Western Nebraska.

Botanists say that the Indian corn is a grass of the tribe of Phalarideae; that the leaves are lineal-lanceolate and pubescent with a short ligule; that the inflorescence is monœcious; that the pistillate flowers are crowded on a rachis; that the ovary is bifid, and that the withered glumes and paleas remain on the rachis; and if you do not know all about the subject now, it's your own fault.

Fires, Casualties, Etc.

Robert Jacques' barn at Lancaster, N. H., containing 20 tons of hay, was burned recently.

N. A. Duff & Co., grain dealers at Syracuse, Neb., suffered a loss by fire recently, amounting to \$7,000.

Frank Barrow's elevator at Hope, Ind., was recently burned, at a loss of \$1,800. It was insured for \$700.

Over a thousand bushels of grain were consumed in a fire which burned Hathaway's barn near Paw Paw, Mich.

S. G. Marshall, feed and grain dealer at Fort Worth, Texas, was recently burned out. He carried no insurance.

Coplin's three large barns near Pana, Ill., were destroyed by fire recently, together with 2,500 bushels of grain.

Oscar Newhart, manager of Outler's elevator at Uniondale, Ind., was recently seriously injured in a gas explosion.

The Ross Elevator at Chalmers, Ind., was destroyed by fire recently. It was full of corn and the loss amounts to \$50,000.

Thomas Davis' barn near Hudson, S. D., was burned recently, together with 60 tons of hay and a quantity of seed grain and feed.

John Bingham, a well-known grain broker of Boston, Mass., was quite severely injured recently while out sleighing with his wife.

Michael Harney, a farmer near Sibley, Iowa, recently lost his granary and barn, together with over 2,000 bushels of grain, by fire.

The recent fire which burned Teberg's barn at Pipestone, Minn., destroyed 10,000 bushels of grain, on which there was a small insurance.

The Vernon Mill and Elevator Company's elevator at Vernon, Texas, was burned recently. There was a small insurance on a loss of \$40,000.

The elevator at Holmes, Minn., was destroyed by fire December 15, together with 10,000 bushels of wheat. The fire originated in the office.

The Northern Pacific Elevator at Mapleton, Minn., was burned recently, together with 40,000 bushels of wheat. The fire started in the engine room.

The office of the M. & N. Elevator at Neche, N. D., was robbed recently and then set fire. The fire was extinguished before much damage was done, however.

Seeley & Farley's grain warehouse at Abbott, Texas, was recently burned. The firm's loss will be on 1,000 bushels of corn destroyed. The building belonged to W. R. Milton & Co.

E. Gillet & Bro., hay and feed dealers at Baltimore, Md., sustained a loss by fire to their warehouse and stock amounting to \$20,000 December 25. There was an insurance of \$17,000.

The elevator at Hutchinson, Kan., owned by the Kansas City Grain Company, was burned December 8, with about 5,000 bushels of corn. The loss is covered by an insurance of \$4,500.

William Metheven, an employee at the Interstate Elevator at Minneapolis, Minn., while oiling the machinery recently, was caught by a wheel and received injuries from which he died.

About 800 bushels of wheat, besides a large amount of corn, oats, hay and fodder, were destroyed in the burning of John Woods' barn near Bridgeport, W. Va. There was no insurance.

The Consolidated Elevator Company's elevator at Mapleton, N. D., was destroyed by fire recently together with over 50,000 bushels of wheat. The elevator and contents were fully insured.

Turner & Brenner, whose elevator at Wayne, Neb., was damaged by fire last month, sustained a loss of \$1,000 on the building and grain. The fire was said to have been caused by an incendiary, and only the prompt action of the fire department saved the large elevator and roller mills.

J. W. Walker's elevator at Walker Station, Ill., was burned December 31, together with the corn cribs and a quantity of grain. The cause of the fire is unknown. The total loss is estimated at \$10,000; the insurance on the elevator is \$10,000; on grain and machinery \$4,000. The elevator will be rebuilt.

The farmers' elevator at Wells, Minn., was partially destroyed by fire on the night of December 28. About 3,000 bushels of grain was damaged by water. It appears that the fire started in the engine room, which

was in the basement. The damage to the building will amount to \$1,000, fully covered by insurance.

Frank Wacholz, grain dealer at Glencoe, Minn., was recently burned out, sustaining a loss of \$2,500.

Benton L. Garber's grain warehouse and mill at Bellville, Ohio, was destroyed January 4 together with 3,500 bushels of wheat. Loss \$15,000; insurance \$6,000.

The Empire Elevator and Warehouse Company's Elevator "B" at Memphis, Tenn., was destroyed by fire on the morning of December 15. At the time of the fire there was in the building 5,410 bushels and 405 sacks of corn, 11,599 bushels and 458 sacks of oats, and 15,772 bushels of wheat, besides considerable bran, flour and hay. The total loss on the building and contents is estimated at \$185,000; the insurance on the building and machinery was \$63,000. The division of the insurance is, for the company, on grain, \$26,000, and for various parties having grain on storage \$31,700. The probable loss on the contents is 90 per cent. The elevator will be rebuilt.

The Dayton & Michigan Railway Company's Elevator "B" at Toledo, Ohio, was destroyed by fire on the morning of December 29. The elevator contained 625,000 bushels of wheat and 40,000 bushels of corn, worth \$416,800. The elevator building was valued at \$150,000. Total loss \$663,800; insurance on building \$135,000, on grain \$363,400. The grain in store was owned by members of the Toledo Produce Exchange, Reynolds Bros., C. A. King & Co. and W. T. Carrington being the largest holders. Chris. Dandelion, a spoutman, who had been in the employ of the company for a long time, was caught at the top of the building and perished in the flames. The only fact known in regard to the origin of the fire was that it started in one of the upper floors.

WATERWAYS

Only ten wheat ships cleared from the several ports of California during the month of December.

The receipts of flour and grain at New York during the past year were 42,129,348 bushels by rail and 43,065,021 bushels by water.

Navigation closed at Duluth with no charters for winter wheat storage other than one whaleback barge, which will carry all the grain afloat at that port this winter.

The records of the custom house at Duluth show that the season of navigation closed at the late date of December 26, on which day a barge cleared for Superior.

The Lake Carriers' Association at its recent meeting in Detroit commended the improvements to the Erie Canal, which was declared to be the most practicable way of reaching tidewater.

Traffic through the Portage Lake Canal for the season of 1894 included 10,900 bushels of grain, against 38,264 bushels in 1893, and 651,396 barrels of flour, against 200,548 barrels in 1893.

The first charter of the winter grain fleet at Chicago was made December 14. Vesselmen were holding back for good rates, but a vessel was finally placed for storing oats till spring and shipping to Buffalo at 24 cents.

It is said that the blockade of grain at Buffalo about the middle of December was greater than at any previous time, the railroads having been completely swamped. This was probably partly on account of all-rail grain traffic being so heavy.

In 1850 it required 14,500 pounds of coal to transport a ton of grain to Europe. Now 350 pounds will carry a ton. An inch cube of coal will carry a ton of cargo two miles. In 1880 the cost of carrying a bushel of grain from New York to Liverpool was 18 cents.

In a message to the New York legislature Governor Flower stated that in 1889 the lake tonnage of the United States was 10,000,000 tons in excess of the combined entrances and clearances of all the seaports, and 3,000,000 in excess of the entrances and clearances of London and Liverpool.

Next November the people of New York will vote on an act making provision for issuing bonds to the amount of \$10,000,000 to be expended in enlarging and improving the Erie Canal. Work will begin three months after the issuance of the bonds, provided the act is voted upon favorably.

The Illinois Canal Commissioners have submitted their annual report of the Illinois and Michigan Canal, in which they ask for authority to turn over \$50,000 to the state treasurer. This is the first time the commissioners have turned over money to the state, and it is said that it has been years since the interest was accounted for. The report shows that receipts for

1894 were \$145,961, disbursements \$57,500, balance on hand \$88,461.

The average rate on corn from Chicago to Buffalo during the season of 1894 was .0119 cent per bushel, against .0143 cent during the season of 1893.

Nearly 200 vessels make up Chicago's winter fleet. They have a capacity of about 13,000,000 bushels, an increase of about 2,000,000 bushels over 1893, though the fleet is smaller in number. It is predicted that the grain fleet next spring will be the largest ever sent from Chicago to the lower lakes.

Traffic through the St. Mary's Falls Canal during the season of 1894 included 36,414,491 bushels of grain, a decrease of 9,472,505 bushels from 1893, and 8,965,773 barrels of flour, an increase of 1,545,099 barrels over 1893. The total tonnage shows a large increase, being 2,000,000 tons greater than in 1892.

Pittsburg, taking the cue from Manchester, is indulging in great schemes for a canal to Lake Erie. The enthusiasts might have taken a further cue from the unprofitableness of the great English waterway. It is not yet stated that Pittsburg will extend the canal to Baltimore, but anything might be expected.

California still clings to her ambitious scheme of a canal from Suisan Bay to Tulare Lake and down the San Joaquin Valley. A report says that it is expected "to see steamers running up" parallel to the coast pretty soon. It will cost \$10,000,000 and will give a profit to those controlling it of—but the ten million has not been raised yet.

A company has been organized to construct a canal connecting Lakes Erie and St. Clair on the Canadian side. The Canadian government would have nothing to do with the scheme, deeming the expense, which is estimated at \$4,000,000, to be too great for such uncertain returns. The proposed canal will be 14 miles long, with a depth of 21 feet.

Shipments from the port of Superior during the season of 1894 included 10,739,059 bushels of wheat, against 11,348,366 bushels in 1893; 820,000, against 105,000 bushels of flax and barley, 21,868, against 62,977 sacks of bran; 3,077,838, against 2,642,812 barrels of flour. The total commerce showed a material increase over the season of 1893.

The aggregate shipments of flour and grain via the Erie Canal during the season of 1894 amounted to 48,494,521 bushels, against 48,042,715 bushels in 1893. Flour shipments for 1894 were 3,028 barrels, against 3,927 barrels in 1893. The total traffic shows an increase over previous years. The shipments by rail amounted to 42,129,348 bushels. The importance of the Erie has not been over estimated, it seems.

At the recent meeting of the Lake Carriers' Association at Detroit, Mich., considerable time was devoted to a discussion of the Chicago Drainage Canal and its effect on lake levels. It was predicted that the canal would lower the levels of Lake Michigan and Lake Huron and also affect Lakes Erie and Ontario, which would be quite a serious blow to lake shipping industries. A resolution was passed asking for a board of engineers to investigate the matter.

The special commission appointed at Washington to consider the feasibility of proposed routes for the Delaware and Chesapeake Canal has made its report. All the routes proposed were rejected, and one less direct declared to be more feasible for military uses in time of war. The Baltimore Board of Trade and the Corn and Flour Exchange discountenance all plans for a ship canal connecting the bays, claiming that such a waterway would be of no commercial advantage.

Up to December 14 the arrivals at Chicago for the season were 7,492, the smallest number shown on the records since 1873. In 1880 12,788 vessels arrived. In 1883 a decline began, until in 1889 there were about 10,000 arrivals, in 1890 9,354, in 1891 9,393, in 1892 9,245, 1893 8,251. But the shipping industry of Chicago is hardly decreasing. The record of the decline of arrivals is a record of increase in tonnage. Since 1880 the average tonnage of arrivals has nearly doubled, and the freight carried has increased from year to year.

An amendment is to be made to the pending sundry civil bill in the Senate which provides for the appointment of three commissioners to investigate as to the feasibility of constructing such canals as may be necessary to provide for a passageway for ocean vessels through the great lakes. These commissioners would report on the methods for carrying it out, the probable plans of construction, the probable cost of the work and the treaty negotiations necessary to carry it through. The appointment of this commission would be merely to acquire information sufficient to enable this country to act intelligently in the matter, and by no means commits it to the project.

A machine for shelling corn in the shock has recently been tested at Lacon, Ill. The fodder was first fed into a common horse power corn sheller, the same as wheat straw into a thresher. The corn was perfectly cleaned, while the ground fodder was increased 50 per cent. in value, the stock eating it up as clean as new hay.

ITEMS FROM ABROAD

Austria-Hungary grows more wheat than is consumed, and the only great importation is rye flour.

The report that Belgium intended to impose a duty on foreign cereals has been authoritatively denied.

Sweden has raised the duties on corn to about 85 cents per 100 kilos (of 2.2046 pounds each) and on flour to \$1.75.

It is expected that the Spanish government will abolish its discriminative duties on American flour imported into Cuba.

The Emperor of Germany is talking of having laws passed prohibiting Board of Trade speculation. He imagines it's a national evil.

Brazil is said to grow a miniature Indian corn, whose ears are no larger than one's little finger and the berries the size of mustard seeds.

From January 1 to December 10 Russia exported 44,608,000 quarters (of 480 pounds each) of grain, against 27,861,000 quarters in 1893 and 13,014,000 quarters in 1892.

It is reported that Italy has decided to increase the present import duties on cereals. The present rates are .0367 cents per bushel on wheat and .0564 cents per bushel on corn.

The Santa Fe, Argentina, Chamber of Deputies has refused to permit the modifications in the wheat tax proposed by the Senate. The tax remains 10 cents per 100 kilos of 2.2046 pounds each.

The United Kingdom imported from September 1 to December 29, 1894, 8,614,390 quarters (of 480 pounds each) of wheat and flour combined, against 8,860,752 quarters during the same time in 1893.

Reports from Australia point to the crop of 1894 as being exceptionally good. While there are a few reports of damaged crops from some districts, there is a very large area under wheat, and in most districts heavy yields are expected.

Louis Stern, the United States Consul at Bamberg, Germany, submits statistics showing a remarkable growth of the imports of Russian grain. The importation of Russian wheat into Germany during the first ten months of 1894 increased 106.2 per cent., and of barley 293.1 per cent., as compared with the previous year.

A correct estimate or prediction as to the Argentina crops is difficult to obtain. The latest reports indicate some damage to the 1895 crops, and wheat is not expected to equal last year's yield. Colonists are beginning to give attention to the cultivation of other cereals besides wheat, maize and linseed, and it is said that canary seed is being extensively sown.

Notwithstanding the prejudice of the Germans against corn they are using it more than ever before as a feed for horses and cattle, though they are slow about adopting it as an article of human food. Exports from this country have been gradually increasing until checked by the unusually high prices on this side of the ocean which resulted in small business.

The statistical department at Parana, South America, has issued a revised list of crops harvested in 1893-94, which gives an idea of what South America is capable of in that line. There were 171 settlements in the province, occupying 2,100,000 acres, of which one-half was cultivated last season. Of this, 720,000 were sown with wheat, 150,000 with maize, about 50,000 lucerne, and the rest with linseed, peanut, etc.

The influence of the last commercial treaty between Germany and Russia is seen in the latter's exportations of cereal products to the former country. From January to July, 1894, Russia exported to Germany 95,358 tons of wheat, against 11,075 tons in the same time in 1893; 188,845 tons of rye, against 29,189 tons in 1893; 159,109 tons of oats, against 2,574 tons in 1893. The new treaty was in effect during the four months beginning with April.

The editor of the *Review of the River Plate* of December 1 says that on a recent trip from Buenos Ayres through Santa Fe he found that the crops all along the line were in splendid condition, and, in view of the increased tonnage of grain the railroad company will be called upon to handle, special arrangements have been made in the Rosario yard for facilitating discharge and handling. New sheds and sidings have been constructed, and the company now possesses about 30 per cent. increased storage capacity. Weigh bridges have been put in at each shed, and turntables and traversers have been built alongside the sheds so as to facilitate quick discharge. The company is now in a position to handle about 3,000 tons of grain per day easily, and consequently the yearly average works out at about 1,750 to 2,000 tons per day. Economy in handling and quick dispatch are now the only outlook for wheat, and as this means cheaper water freight

the company has not lost sight of these important items, as the new works carried out during the past few months will fully testify.

It will occasion surprise to some Americans that the little kingdom of Roumania furnished the principal corn importing countries of Europe more corn than the United States. Roumania supplied 48,000,000 bushels and the United States 46,000,000 bushels of that cereal for European consumption in the year 1894. A recent report states that eight European countries imported during the last fiscal year over 134,000,000 bushels of corn. Of this amount the United Kingdom took over 70,000,000 bushels and Germany nearly 33,000,000 bushels; France took 10,500,000 and Holland and Austria-Hungary each took 6,500,000; Belgium took nearly 5,000,000 and Denmark and Switzerland 1,750,000 bushels each.

There is an agrarian party in the German Parliament which evidently thinks that the government ought to fix the price of bread. This party has, in fact, introduced a bill which provides that the purchase and sale of all foreign grain and flour for consumption shall be carried on by or on account of the state. That the price shall be fixed by the average price of the past 40 years, and that state granaries shall be established, where one-third of the amount annually imported, on an average of the past 10 years, shall be kept permanently stored. The Federal Council is also, it is proposed, to be empowered to prohibit all exports of cereals and flour in certain contingencies. Needless to add that such a bill has not the remotest chance of becoming law.—*Müller's Gazette*.

From August 1 to December 1 France exported 131,000 quarters (of 480 pounds each) of wheat, against 164,000 quarters in the same time in 1893; of rye, 2,200 quarters (of 480 pounds each), against 16,000 quarters; of barley, 110,500 quarters (of 400 pounds each), against 51,000 quarters; of oats, 32,500 quarters (of 304 pounds each), against 55,000 quarters; of maize, 20,300 quarters (of 480 pounds each), against 55,000 quarters; of beans, 3,700 quarters (of 480 pounds each), against 3,500 quarters; flour, 469,500, against 234,500 sacks in the same time in 1893. The imports for the same time, compared with those of the same time in 1893, were as follows: Wheat, 1,807,000, against 2,760,000 quarters; rye, 1,300, against 2,200 quarters; oats, 814,000, against 1,279,000 quarters; maize, 288,000, against 237,000 quarters; beans, 35,000, against 139,000 quarters; flour, 38,600, against 39,000 sacks.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 325,000 pounds, valued at \$15,663, was imported free of duty under reciprocity treaty with Hawaiian Islands during November, against 1,446,483 pounds, valued at \$59,060, in November, 1893; and during the eleven months ending with November 8,706,400 pounds, valued at \$358,375, were imported, against 6,148,883 pounds, valued at \$239,341, imported during the corresponding months of 1893.

Of rice imported free of duty none was exported during November, against 5,300 pounds exported in November, 1893; and during the eleven months ending with November 200 pounds were exported, against 14,131 pounds exported during the corresponding months of 1893.

Dutiable rice aggregating 9,925,458 pounds, valued at \$186,507, was imported during November, against 3,451,571 pounds, valued at \$64,543, imported in November preceding; and during the eleven months ending with November 99,573,793 pounds, valued at \$1,564,191, were imported, against 53,611,820 pounds, valued at \$900,444, imported during the corresponding months preceding. Of dutiable rice we exported 630,701 pounds, valued at \$9,486, during November, against 669,782 pounds, valued at \$11,421, in November preceding; and during the eleven months ending with November 10,068,940 pounds, valued at \$165,733, were exported, against 10,486,710 pounds, valued at \$193,840, exported during the corresponding months of the year preceding.

Rice flour, rice meal and broken rice amounting 3,943,738 pounds, valued at \$55,746, was imported during November, against 2,991,649 pounds, valued at \$45,226, in November, 1893; and during the eleven months ending with November 59,207,266 pounds, valued at \$855,926, were imported, against 54,200,706 pounds, valued at \$892,499, imported during the corresponding months of 1893. Of imported rice flour, rice meal and broken rice none was exported in November and none in November, 1893; and during the eleven months ending with November 987 pounds were exported, against none exported during the corresponding months of 1893.

It is to be hoped that all hay dealers will attend the shippers' and receivers' meeting at Cleveland, Ohio, January 22. Several matters of importance need attention, and the trade should be well represented.

Barley malt aggregating 10,980 bushels, valued at \$8,173 was imported during the eleven months ending with November, against 2,359 bushels, valued at \$2,872, imported during the corresponding months of the year preceding.



J. H. Cook of the grain commission firm of J. H. Cook & Co., Duluth, Minn., who recently married an Ohio lady, is back to his business again.

Thomas Leishear of the grain commission firm of Thomas Leishear & Co., Baltimore, Md., has been elected president of the Baltimore Shipping Company.

Fred Maynard, who represents, at Duluth, Wheeler, Carter & Co., grain commission merchants, Minneapolis, has been quite ill with typhoid fever, but is now recovered.

E. Cardin, formerly manager of the Northern Pacific Elevator Company at Minneapolis, is now on the Pacific Coast looking after the grain interests of the Great Northern road.

C. M. Paine of Paine Bros., the well-known grain commission merchants at Milwaukee, Wis., attended the recent sale of the damaged grain of the elevator which burned at Toledo.

Robert Lee, who had charge of the St. Anthony and Dakota Elevator at Northwood, N. D., has gone to New York. He will shortly leave for Liverpool, England, where he intends to live for a time.

THE 3-I CLEANING ELEVATOR AT KANKAKEE.

One of the largest grain dealing firms in the state is that of Carrington, Hannah & Co., who have a large number of elevators scattered through the grain producing sections. One of the principal points of transfer from local cars to those of Eastern roads is in this city, and is known as the 3-I elevator, located near the 3-I station. The firm also has another large elevator at Cairo, where it handles the grain sold to its Southern trade.

The lack of room has for some time hampered the business in this city, and a large addition has been recently completed which it is expected will be ample for years to come. This building has been fitted out with the latest modern machinery for unloading, elevating, weighing, cleaning and loading grain that money could purchase. The business of the firm in this city is managed by R. J. Pendleton.

The boiler room is a recent addition and is connected with the old building which formerly contained both boiler and engine. It is built of stone and is 30x14 feet. The most noticeable thing is the huge brick chimney. A new engine of 100 horse power was added. Work was commenced on the addition to the elevator and engine room on September 1, and was completed last month.

Loaded cars are shoved under a long shed, the door is opened over a receiving sink protected by iron grating, a steam shovel is set to work, and almost as soon as it can be written the car is emptied, not over five minutes being required. Every car is weighed when it goes in or out. Sometimes the whole carload is run through a cleaner, and right here some of the profit of grain buying comes in. Often the grain bought is dirty, and, of course, brings a lower price. Running it through the cleaner may make it inspect a grade better, and a consequent profit accrues to the dealer. From the scales the grain is conveyed in spouts to enormous bins, of which there are nineteen, some of them nearly 50 feet deep.

The storage capacity of the elevator is 225,000 bushels, and it is expected that this storage room will often be tried to its full capacity. The elevating capacity of the legs is 7,000 bushels per hour.

In the tower of the elevator numerous spouts concentrate and diverge, and a man is kept busy turning and opening gates to this, that or the other bin as the orders come to dump the grain. An endless belt of rubber conveys grain from the scales to all parts of the building.

The upper floor contains two hopper scales, each of which will hold a carload. There is also an arrangement by which part of a load can be weighed in either elevator and be loaded in the same car. A separator that divides two kinds of grain in case of mixture is also a fixture and does its work rapidly and well.

This elevator can now handle 100 cars per day and is kept busy all the time when grain is moving rapidly as now. There are about ten men employed in various capacities, most of them directing machinery which does the work of a dozen men in a rapid and satisfactory manner.—*Times, Kankakee, Ill.*

Hay shippers and receivers attending the convention at Cleveland, Ohio, January 22, will be accommodated with reduced railroad fares and hotel rates. A uniform system of grading will be discussed, and other matters of importance attended to.

Latest Decisions.

Indiana Warehouse Legislation.

The Supreme Court of Indiana held, in the recent case of the State of Indiana vs. Miller, that the act of March 25, 1879, applies to warehouses other than those constituted public warehouses under the provisions of the act of March 9, 1875.

Prairie Hay Not "Crop."

In the case of the Farmers' Bank of Emerado, N. D., against John Rice, wherein the point of law was raised, by way of demurrer, that prairie hay is not included in a lien on "crops," unless so distinctly expressed in the mortgage, Judge Templeton, Larimore, N. D., January 3, sustained the demurrer.

Mutuality in Contract of Sale.

A contract for the sale and delivery of corn at a time, place and price mentioned is not wanting in mutuality because it is signed by only the vendor. By the acceptance of such contract by the vendee he becomes bound to accept and pay for the corn on its delivery as provided; as much so as if he signed the agreement, and it provided in express terms that he would accept and pay for the corn on its delivery.—*Ward vs. Spelts, Supreme Court of Nebraska, 58 N. W. Rep. 426.*

Validity of Purchase on Margin.

The Appellate Court of Indiana recently decided in the case of Fisher vs. Fisher that where parties bought through reputable members of the Chicago Board of Trade a certain quantity of wheat which was delivered to them in the shape of warehouse receipts, and actual delivery was intended by all parties, as they could have received the wheat on demand, but after carrying it a while on margin with said dealers the wheat depreciated and was closed out at a loss, which was all paid by one of the parties, the other giving his note for his share of the loss. A finding that the note was not founded on a gambling contract will not be reversed.

Construction of a Receipt for Grain.

A receipt for grain placed in store contained the following: "The conditions on which this wheat is received at this elevator are that — (the warehouseman) has this option: Either to deliver the grade of wheat that this ticket calls for, or to pay the bearer the market price for the same, less elevator charges, on surrender of this ticket." This, the Supreme Court of Minnesota held in the case of State vs. Rieger, did not render the contract one of sale. It merely gave the warehouseman an option to buy when the receipt was presented, which option he could only exercise when the receipt was presented and by paying the money.—*Timberman.*

Liability of Railways for Packages Stolen From Cars at Destination.

The liability of a railway company as a common carrier is much greater at law than its liability as a warehouseman. Now in the case of portable boxes or packages of valuable merchandise, the Supreme Court of Minnesota holds (*Kirk vs. C. M. & St. P. Ry. Co., 60 N. W. 1084*) that the liability of a railway company as common carrier does not terminate until the goods are removed from the cars and placed in its freight room, ready for delivery to the consignee, and the consignee has had a reasonable time thereafter to remove them. To illustrate: A valuable box of merchandise was left in the car in which it was transported, and over 48 hours after the car arrived at the place of consignment was stolen from the car. It did not appear that there was any special reason for leaving the box in the car, or that there was any custom or agreement to deliver such packages to the consignee directly from the cars. Under these circumstances it is held that the railway company's liability as common carrier had not terminated.

Bills of Lading as Receipts.

A bill of lading in the usual form is a receipt for the goods or things shipped, and an agreement to carry and deliver the same as stipulated, says *Business Law*. In the absence of any statute making it otherwise, the United States Circuit Court of Appeals holds (the Guiding Star) the receipt is merely presumptive evidence of the delivery of the goods, and may be modified and contradicted by parol evidence. But it is otherwise under a statute such as that of Mississippi, which provides that every bill of lading or instrument in the nature or stead thereof, acknowledging the receipt of cotton or other things, shall be conclusive evidence in the hands of every bona fide holder, whether by assignment, pledge or otherwise, as against the person or corporation issuing the same, that the cotton or other things have been actually received for transportation. Whatever may be the

right of a shipper or carrier, independently of a statute, to supply an omission in a bill of lading by word of mouth, or to change or contradict that part of the bill of lading which is a receipt for goods to be carried, that cannot be done when such a statute as this is applied. The written acknowledgment must remain as it is written. If there is no written acknowledgment of the receipt of the cotton or other things, then there is no acknowledgment to be made conclusive evidence under the statute.

Delay Must Be Located.

A shipment requiring transportation over two different railways was delayed in reaching its final destination, causing a loss to the shipper. He then brought suit against the initial carrier, with which he made the contract of shipment, to recover damages. The Appellate Court of Indiana, however, holds (*Lake Erie & W. R. Co. vs. Condon*) that, inasmuch as the bill of lading contained a provision that such carrier only agreed to carry to the final destination, if on its line, otherwise to deliver to another carrier on the route to such destination, and that no carrier should be liable for loss or damage not occurring on its own road, or its portion of the through route, nor after the property was ready for delivery to the next carrier or to consignee, an allegation of delay in reaching destination presented no cause of action in such case against the initial carrier, no failure in the performance by that carrier of its duty to deliver to the succeeding carrier being alleged. In other words, under such a bill of lading, the delay must be located and only the carrier which caused it sued.—*Business Law.*

Recovery of Money Paid to Cover Loses in Corner.

The case of Lamson Brothers against Boyden & Co. to recover \$40,000, decided in favor of the defendants in the Superior Court, was affirmed January 10 in the Appellate Court at Chicago. This was the suit arising out of a corner in No. 2 corn on the Board in December, 1889, in which the plaintiffs were caught. They said they paid 50 cents a bushel for corn, which was at the market price 32 cents a bushel, under duress by reason of the market having been cornered. Judge Waterman in his opinion says:

We do not think the payments were in this case made under any such duress as the law takes note of. Boyden & Co. had not in their possession any property of Lamson Brothers, nor was the person of either of the latter in jeopardy or restraint. In every respect Lamson Brothers were in as untroubled control of their person and property as they ever have been. Admitting as is contended a corner in grain existed and had been created by Boyden & Co., we do not see that the payment was other than voluntary. If the demands of Boyden & Co. were unjust, based upon a corner, the result of illegal transactions, Lamson Brothers were in a position to resist the demand with the money demanded in their pockets. If it be urged that Lamson Brothers feared that if they did not pay to or settle with Boyden & Co. they would be suspended from the privileges of the Board of Trade, it is sufficient to say that no proceedings for such suspensions were pending, or so far as appears were intended. Nor does it appear that Lamson Bros. might not have successfully resisted an attempt at suspension had one been made. The payment of money upon an illegal or unjust demand when a party is advised of all the facts can only be considered involuntary when it is made to secure the release of persons or property from detention or when the payee is armed with apparent authority to seize upon one or the other, and to prevent this the payment is made.

PRICE OF WHEAT AT DULUTH AND LONDON.

The Minnesota Railroad and Warehouse Commission has issued the following statement showing the price of No. 1 Hard Wheat at Duluth Dec. 7, 1894, as compared with actual sale of 16,000 bushels of same made in Liverpool on same day for London delivery, C. I. F. (cost, insurance and freight):

	Cents.
December 7—	
Price No. 1 Hard at Duluth 60¢ (say).....	60.60
Duluth elevator charges, weighing and inspection.....	3.85
Lake freight and insurance (close of season), Duluth to Buffalo.....	3.50
Buffalo elevator charges and commissions.....	1.00
Canal freight and insurance, Buffalo to New York.....	3.00
New York elevator charges, viz., towing, demurrage, weighing, transferring and trimming cargo.....	1.50
Ocean freight and insurance, New York to London.....	4.35
Loss in weight, Duluth to London.....	.50

Cost in London, C. I. F. 78.20

December 7—
Sold in Liverpool for London delivery, C. I. F., 2,000 quarters (16,000 bushels) No. 1 Hard Duluth at 24 shillings 9 pence per quarter or 74½ cents per bushel. 74.25
Difference in price (nearly 4 cents)..... 3.95
On same day 8,000 bushels No. 1 Hard Manitoba sold for same price.
On December 5 8,000 bushels No. 1 Hard Manitoba sold for same price.
On same day 8,000 bushels No. 1 Hard Duluth sold for same price.

CROP : CONDITIONS.

ALSYKE.—Alsyke is fortunately a good crop in Canada, a large crop in the United States and a moderate crop in Germany. Prices for alsyke of fine quality are lower than ever before known, and on many soils farmers will use this article as a substitute for white clover.

SPRING WHEAT MARKETING.—It is said that along the lines of the Great Northern Railroad in North Dakota at least 82 per cent. of the last wheat crop has been sold and marketed; about 18 per cent. is still in farmers' hands and about 2,000,000 bushels in elevators along the line.

WINTER WHEAT ACREAGE.—The acreage of winter wheat sown in the fall of 1894, according to the Agricultural Department, exceeds by 705,563 the area harvested the same year. The total area of winter wheat harvested in 1894 was 23,518,795 acres, against an area now planted of 24,224,358 acres.

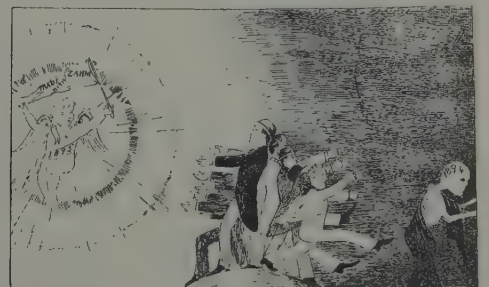
THOMAN'S CROP REPORT.—Stocks of wheat in farmers' hands are shown by Thoman's crop report for January to be 35,000,000 bushels in excess of last year. The quantity which has been fed is estimated at about 40,000,000 bushels. The exportable surplus on July 1 this year is placed at 170,000,000 bushels.

POTATO CROP IN EUROPE.—A small acreage not exceeding over half a million acres was planted in Great Britain in 1894. The weather conditions were very unfavorable previous to September, and this served to decrease the yield. The continental crops are also believed to be short. During five years the imports into Great Britain averaged 1,250,000 tons, while last year they were so small that British markets advanced to the highest prices for years.

RED CLOVER SEED.—The following is taken from an English circular: Red clover seed in England is almost a failure; the quality is poor and the quantity less than half of last year's small crop. We shall get a limited quantity of fine seed from Germany, but France has nothing to spare, and our principal reliance will be on America. We calculate that the United Kingdom alone will require to import 100,000 bags of American Red, and it is very doubtful whether America can spare the quantity, especially if France, as seems likely, competes with us for it.

GOVERNMENT CROP REPORT.—The report of the Department of Agriculture issued January 10 shows the corn crop of 1894, in rate of yield, is one of the lowest on record. In the last thirteen years the yield per acre of but one year—namely, 1881—was lower, the yield for that year having been 18.6, against 19.4 for the year 1894. Severe drouth and dry winds in a few of the principal corn producing states reduced the area harvested for its grain value to 62,582,000 from the 76,000,000 acres planted. The product garnered is 1,212,770,000 bushels, having an estimated farm value of \$554,719,000. The wheat crop is above an average one in yield per acre. The entire product of the country is 460,267,416 bushels, which is below the average for the five years 1890 to 1894, inclusive. The farm value of the crop is \$225,902,025. The area, according to revised estimates, is 34,882,436 acres. In the revision of acreage the principal changes have been made in the spring wheat states. The rate of yield is 13.2 bushels per acre; the average value per bushel 49.1 cents. The estimates for oats are: Area, 27,023,553 acres; product, 662,086,928; value, \$214,816,920; yield per acre, 24.5 bushels. Rye—area, 1,944,780 acres; product, 26,727,615 bushels; value, \$13,394,476. Barley—area, 3,170,602 acres; product, 61,400,465 bushels; value, \$27,134,127. Buckwheat—area, 789,232 acres; product, 12,668,200 bushels; value, \$7,040,238. Potatoes—area, 2,737,973 acres; product, 170,787,338 bushels; value, \$91,526,787. Hay—area, 48,321,272 acres; product, 54,874,408 tons; value, \$468,578,385. Tobacco—area, 523,103 acres; product, 406,678,385 pounds; value, \$27,760,739.

Two necessary adjuncts to a prosperous grain business are the *AMERICAN ELEVATOR AND GRAIN TRADE* and the *American Miller*. You can see for yourself. The two papers will be sent to one address for \$2.50 per year.



1895-1894.

—From Zahn's Circular

PRESS COMMENT.

ABOLITION OF THROUGH BILLING.

What the commission merchants and shippers want is the abolition of all through billing of grain either through or around Chicago, and local rates charged from Western points to Chicago, and local rates from here East. This would allow unlimited time for the sale of grain at Chicago and would tend to keep it out of Eastern markets.—*Inter Ocean, Chicago.*

DISCRIMINATING RAILWAY FREIGHT RATES.

The reference made in these columns to the action of the Canadian Pacific Railway Company, in giving special rates to certain traders while denying them to others, has provoked a good deal of adverse criticism against the company. In the case referred to the company point blank refused to give a special rate to a grain dealer in this city, under precisely the same circumstances as that recently granted to a Western dealer. Our grain dealers may well ask themselves how they can compete with Western dealers and others, with such unfair influences working against them through the agency of a common carrying company, which by law has no right to discriminate against one class of traders and in favor of another.—*Trade Bulletin, Montreal.*

EXTREME PRECISION IN CROP ESTIMATES.

The wheat yield of the United States last year is officially reported as 460,267,145 bushels. How the statistician at Washington managed to arrive at the fact with such extreme precision, when ordinary folks suppose he does not know to within many bushels how much wheat was produced in a single one of the immense number of townships in the United States, is something not easily explained in a manner that would be complimentary to the men who do the "work." It is a wonder that somebody has not ere this called the attention of Secretary Morton to the fact that somebody in his bureau is playing the fool with figures, since no man who knows anything of the subject thinks it possible to ascertain crop results to the claimed exactitude.—*Chicago Tribune.*

THE BLIND POOLS.

One of the latest nuisances to the financial and business community is the development of "blind pool" swindles. Pittsburg not long ago had an epidemic of this kind, and the New York police have just performed a useful service by raiding a number of these establishments. Such concerns have about the same relation to the stock and produce exchanges of the country that a "green goods" establishment bears to a bank. In both cases the swindlers trade upon that trait of human nature which leads people to listen to any plan, however impossible, by which a little money can be rapidly turned into a great deal. The fact that such concerns have advertised their plans with perfect impunity should lead to measures which would put them in the same category with those of lottery and "bunko" operators which they so strongly resemble.—*Bradstreet's.*

A POINT FOR CANAL BOOMERS.

The folly of building a canal from here to the Twin Cities is brought out in bold relief by the comparative uselessness of the famous Manchester canal, which was opened to navigation with such pomp last year. After years of work and the expenditure of \$70,000,000 the canal was opened last year. During the first eleven months the canal was open the receipts were 17 per cent. less than the working expenses, and the business is constantly on the decrease. A canal to the Mississippi would be even greater folly, and we think the people of the United States will view it in that light. With three or four lines of railroad competing for the business between the cities, rates will be in time as low as could be given by boats. The best thing the people of the Twin Cities can do is to turn in and advocate a deep waterway to the Atlantic. The latter is feasible and will be of vastly greater benefit to the Twin Cities.—*Inland Ocean, Superior.*

THE NEW YORK WAREHOUSE TRUST.

The talk concerning the formation of a warehouse trust to include all the warehouses and grain elevators from Newtown Creek to Bay Ridge has aroused a great deal of interest in both cities, and there is more or less speculation as to the effect which this extensive combination may have on the trade of the cities and the commerce of the port. We have had similar trusts in Brooklyn before and some of them worked well, apparently, for a time and others did not. Usually these combinations of the past have had for their main object the raising of the rates charged to customers by the extinction of the competition. That was a fatal policy, because in the end it was sure to drive business from the water front in this city to other places in which competition still existed. The

second result would be, naturally, increasing injury to the business interests of the city in general. But the new combination which seems likely to be formed does not, it seems, propose to proceed in that way at all.—*Citizen, Brooklyn, N. Y.*

INCREASING CONSUMPTION OF WHEAT.

A matter that is receiving some attention in Europe now is what is alleged to be increased consumption of wheat and the products of wheat. The receipts in four months in five of the principal importing countries were 15,370,000 quarters this year, against 14,547,000 quarters last year, with a little less still two years ago. It is conceded that if the other unreported and importing countries had been figured upon the same fact would remain for all.—*Market Record, Minneapolis.*

FREIGHT CHARGES ON THE LAKES.

The era of high freight charges for vessel transportation on the great lake system began to decline in 1891 with the construction of larger and speedier carriers of commerce. The decline, on the whole, has been steady ever since and each succeeding year has witnessed the construction of still larger vessels. Nearly all new vessels of modern type are designed in contemplation of the 21 feet of water promised between Superior and Buffalo and on that draft several that are already built would readily transport from 4,500 to 5,000 tons. It is more apparent this year than ever, that high freight charges passed forever with the coming of the 3,000 and 4,000-ton vessels.—*Telegram, Superior, Wis.*

THE LAKE TRAFFIC.

During the past twenty-five years the traffic through our American lake system has increased to an extent that has amazed all the old-time vessel owners, and, in fact, all the parties that have been intimately connected in any way with this traffic. As a matter of fact this traffic has swelled to a volume that has put under eclipse the traffic of any other water transportation route of which the world can make boast, and it begins to be seen that the whole volume of our lake traffic, vast as it now is, must in the not distant future be doubled in extent. We here take occasion to repeat what we have heretofore said touching this matter; that is, that the natural requirement in the case can never be met until there is a wide channel 25 feet deep opened through the lakes and St. Lawrence River between the head of Lake Superior and Montreal, and having just as few locks as possible.—*Drovers' Journal.*

SEED EXPORTS AND IMPORTS.

Seeds valued at \$379,694 were exported during November, according to the last report of the Bureau of Statistics, against an amount valued at \$1,830,123 in November, 1893; and during the eleven months ending with November seeds valued at \$2,871,049 were exported, against an amount valued at \$6,066,370 exported during the corresponding months of 1893.

Clover seed amounting to 3,637,615 pounds was exported during November, against 9,089,720 pounds in November, 1893; and during the eleven months ending with November 22,074,541 pounds, valued at \$2,132,607, were exported, against 26,358,808 pounds, valued at \$2,759,363, exported during the corresponding months of 1893. Cotton seed aggregating 537,340 pounds was exported in November, against 33,891 pounds in November, 1893; and during the eleven months ending with November 5,768,186 pounds, valued at \$45,818, were exported, against 2,197,142 pounds, valued at \$22,743, exported during the corresponding months of 1893.

One bushel of flaxseed was exported in November, against 725,697 bushels in November, 1893; and during the eleven months ending with November 13,075 bushels, valued at \$15,526, were exported, against 1,994,336 bushels, valued at \$2,366,348, exported during the corresponding months of 1893.

Timothy seed aggregating 210,482 pounds was exported in November, against 1,670,031 pounds in November, 1892; and during the eleven months ending with November 6,285,988 pounds, valued at \$381,634, were exported, against 9,017,509 pounds, valued at \$588,603, exported during the corresponding months of 1893. Other seeds aggregating an amount valued at \$26,641, were exported during November, against an amount valued at \$42,401 exported in November, 1893; and during the eleven months ending with November other seeds valued at \$381,634 were exported, against an amount valued at \$335,313 exported during the corresponding months of 1893.

Flaxseed aggregating 440,512 bushels, valued at \$584,664, was imported in November, against none imported in November, 1893; and during the eleven months ending with November 1,488,495 bushels, valued at \$1,867,880, were imported, against 217,524 bushels, valued at \$253,832, imported during the corresponding months of 1893. Other seeds valued at \$111,154 were imported during November, against an amount valued at \$44,496 in November, 1893; and during the eleven months ending with November other seeds valued at \$406,299 were imported, against an amount valued at \$419,707 imported during the corresponding months of 1893.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

J. W. Robertson, Lockport, Ill.
F. H. Maskery, Maquoketa, Iowa.
J. H. Tromanhauser of Tromanhauser Bros., Minneapolis.
Geo. W. M. Reed of the Pratt & Whitney Company, Hartford, Conn.
F. Prinz of Prinz & Eau Manufacturing Company, Milwaukee, Wis.
G. M. Robinson of The Charter Gas Engine Company, Sterling, Ill.
L. S. Hodgboom, representing The Knickerbocker Company, Jackson, Mich.
D. J. Davidson of the Davidson-Martin Manufacturing Company, Port Huron, Mich.
L. S. Meeker, representing the Richmond Manufacturing Company at Minneapolis.

GRAIN ELEVATORS AT MINNEAPOLIS.

The elevator capacity at Minneapolis was increased last year by the erection of five buildings with an aggregate storage capacity of 4,600,000 bushels. This brings the total grain storage capacity of the city up to 26,125,000 bushels, and illustrates forcibly how the grain interests are centering there. The addition made to the Peavey system of elevators, the "Republic," is one of the greatest elevators in the country, having a capacity of 1,750,000 bushels. The Monarch Elevator Company has built another Monarch—No. 2—with a capacity of 1,000,000 bushels. The others range from 500,000 to 750,000 bushels. The new elevators are as follows:

	Capacity, bushels.
Republic Elevator Company, Republic.....	1,750,000
Monarch Elevator Company, Monarch No. 2.....	1,000,000
Osborne & McMillan, Shoreham.....	750,000
Midway Elevator Company, Midway No. 2.....	600,000
Standard Elevator Company, Standard.....	500,000
Total.....	4,600,000

The official list of elevators previously operating is as follows:

UNDER CHAMBER OF COMMERCE RULES.		Capacity, bushels.
Union.....		2,500,000
"A" 2.....		1,000,000
Star.....		1,000,000
Central.....		250,000
Northwestern No. 1.....		900,000
"B" St. Paul.....		1,000,000
"K".....		350,000
Victoria.....		250,000
Midway.....		570,000
Inter-State.....		700,000
Great Western No. 1.....		500,000
Security.....		400,000
"X".....		400,000
"E" Nos. 1 and 2.....		200,000
Atlantic.....		600,000
"C".....		1,000,000
Total capacity.....		12,220,000

UNDER STATE WAREHOUSE LAW.		Capacity, bushels.
"A" No. 1.....		825,000
St. Anthony No. 1.....		1,500,000
Interior No. 1.....		1,750,000
Interior No. 3.....		1,000,000
Great Western No. 2.....		1,000,000
Northwestern No. 2.....		100,000
Total capacity.....		6,175,000
Total capacity regular elevators.....		18,395,000

PRIVATE ELEVATORS.		Capacity, bushels.
St. Anthony No. 2, T. C. Metcalf, superintendent..		300,000
Elevator "B"—C. M. & St. P. Ry., D. R. May, manager.....		1,300,000
Pillsbury Elevator—C. A. Pillsbury & Co., Jas. Everington, manager.....		550,000
City Elevator—City Elevator Company.....		180,000
Diamond Elevator—Minneapolis Grain and Feed Company.....		100,000
Interior No. 2—Interior Elevator Company.....		250,000
North Dakota Elevator—F. H. Peavey, president..		200,000
New Brighton—City Elevator Company, G. H. Malcolmson, manager.....		300,000
Total, private.....		3,130,000
Grand total.....		26,125,000

A Kansas farmer says that cracked wheat soaked, with a quart of flaxseed to a bushel of thick slop, is the best hog feed in the world. Perhaps this suggestion is just what was wanted to overcome the objection to the feeding of wheat to live stock which some have raised, that the wheat causes derangement of the alimentary canal. If so it is worth passing around.

LATE PATENTS

Issued on December 11, 1894.

DUST COLLECTOR.—Levi S. Hogeboom, Three Rivers, assignor to The Knickerbocker Company, Jackson, Mich. No. 530,642. Serial No. 522,867. Filed Sept. 13, 1894.

GAS ENGINE.—Henry T. Dawson, Salcombe, England. No. 530,508. Serial No. 472,770. Filed May 2, 1893.

GAS ENGINE.—Feodor Hirsch, Steinway, N. Y. No. 530,523. Serial No. 502,815. Filed March 8, 1894.

PNEUMATIC APPARATUS FOR CONVEYING GRAIN.—Frederick E. Duckham, London, England. No. 530,829. Serial No. 493,697. Filed Dec. 14, 1893.

Issued on December 18, 1894.

BALING PRESS.—Allen L. Cox, Wise, Ala. No. 531,163. Serial No. 507,274. Filed April 12, 1894.

BALING PRESS.—Charles E. Whitman, St. Louis, Mo. No. 531,240. Serial No. 505,056. Filed March 26, 1894.

Issued on December 25, 1894.

SEPARATOR FOR CORN SHELLERS.—John Q. Adams, Marseilles, Ill. No. 531,292. Serial No. 519,041. Filed July 30, 1894.

Issued on January 1, 1895.

BALING PRESS.—Hezekiah Bailey, Willamina, Ore. No. 531,895. Serial No. 485,574. Filed Sept. 15, 1893.

COMBINED DOOR AND FRAME FOR GRAIN CARS.—George H. Knaub, Vincennes, Ind. No. 531,952. Serial No. 441,544. Filed July 28, 1892.

STARTING APPARATUS FOR GAS ENGINES.—John W. Raymond, San Francisco, Cal. No. 531,807. Serial No. 475,939. Filed May 29, 1893.

GAS ENGINE.—Charles M. Rhodes, Wayne, Pa. No. 531,861. Serial No. 504,068. Filed March 17, 1894.

Issued on January 8, 1895.

ELEVATOR AND DUMP.—Rush Bullis, Milton, Wis. No. 532,032. Serial No. 521,056. Filed Aug. 23, 1894.

GAS ENGINE.—John A. Charter, Chicago, Ill. No. 532,314. Serial No. 424,429. Filed March 10, 1892.

GAS, OIL OR VAPOR ENGINE.—Joseph Robison, Greenbush, assignor of two-fifths to Jessie P. Mills and George Hirsch, Albany, N. Y. No. 532,098. Serial No. 512,309. Filed May 24, 1894.

GAS OR PETROLEUM ENGINE.—Pierre Bilbault, Paris, France, assignor of one-half to Walter J. Flattery, same place. No. 532,412. Serial No. 513,453. Filed June 4, 1894.

MACHINE FOR CLEANING AND SEPARATING GRAIN.—Charles Closz, Webster City, Iowa, assignor to the Closz & Howard Manufacturing Company, same place. No. 532,415. Serial No. 505,842. Filed March 31, 1894.

HAY PRESS.—Halvor O. Hem, Wyandotte county, Kan. No. 532,060. Serial No. 517,678. Filed July 16, 1894.

FREEDER FOR ROLLER MILLS.—John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Manufacturing Company, same place. No. 532,141. Serial No. 526,760. Filed Oct. 23, 1894.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during November, according to the last report of the Bureau of Statistics, was \$405,345, against an amount valued at \$561,874 imported in November preceding; and during the eleven months ending with November breadstuffs valued at \$1,971,857 were imported, against an amount valued at \$2,098,752 imported during the corresponding months preceding.

Barley aggregating 1,257,844 bushels, valued at \$519,262, was imported during the eleven months ending with November, against 1,149,382 bushels, valued at \$524,687, imported during the corresponding months preceding. Corn aggregating 3,993 bushels, valued at \$1,956, was imported during the eleven months ending with November, against 2,010 bushels, valued at \$1,346, imported during the corresponding months preceding.

Oats amounting to 140,244 bushels, valued at \$37,120, was imported during the eleven months ending with November, against 17,340 bushels, valued at \$7,591, imported during the corresponding months preceding. Rye amounting to 95 bushels was imported during the eleven months ending with November,

against 8,505 bushels, valued at \$6,801, imported during the corresponding months preceding.

Wheat aggregating 1,392,600 bushels, valued at \$816,048, was imported during the eleven months ending with November, against 1,083,913 bushels, valued at \$755,149, imported during the corresponding months preceding.

Of imported breadstuffs an amount valued at \$11,584 was exported during November, against an amount valued at \$45 exported in November, 1893; and during the eleven months ending with November breadstuffs valued at \$207,834, were exported, against an amount valued at \$169,714, exported during the corresponding months of 1893. Imported barley aggregating 19,305 bushels, valued at \$9,672, was exported during the eleven months ending with November, against 28,983 bushels, valued at \$14,493, exported during the corresponding months of 1893. Imported wheat aggregating 317,099 bushels, valued at \$180,189, was exported during the eleven months ending with November, against 197,177 bushels, valued at \$140,654, exported during the corresponding months of 1893.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

GRAIN REPORT OF P. H. BENZ & SON, Chicago, January 14.—The bulk of the barley in the country, especially in the state of Minnesota, has been sold and farmers are now bringing it to market. It is the general understanding that in a month there will be nothing to offer as the farmers are now receiving a good price. There is an abundance of seeds left, such as flax and timothy. As the condition of the seed market is now heavy and easy it is expected that in the course of two or three months there will be a reaction. Farmers seem inclined to hold their seeds for better prices, but it is doubtful if they will get them. There is an abundance of oats still remaining unsold, and with this cereal it is hard to tell how the market will turn. No true estimate can be made until a further development of the market. Corn is good property. Wheat at the present prices is standard value and there is small probability of any great change in present prices for some time to come. The general trade throughout the country is expecting to do a lively business this spring, as there is much grain to be moved. There seems to be plenty of money in the country and farmers, as a general rule, are selling their grain in a business-like manner. They study the markets and are well informed on the subject of prices.

GRAIN REPORT OF L. NORMAN & CO., LIMITED, London, December 31.—Owing to the Christmas holidays there is little to report in the grain trade this week. Notwithstanding the small amount of business done the tone is firm. ENGLISH WHEAT.—Very little passing, but tone steady. FOREIGN WHEAT, LA PLATAS.—Owing to crop advices, are not freely offered. A new crop sailer, January-February shipment, sold at 21s 9d to-day. CALIFORNIANS afloat are offering from 24s 5d to 25s. AUSTRALIANS.—Parcels of Victorian for January-February shipment are offering at 23s 9d. RUSSIANS firmly held. Black Sea Ghirka for January-February shipment offering from 19s 6d to 22s, and Azma wheat from 10s to 22s, according to quality. AMERICANS.—Steady but not active. No. 2 Red Winter parcel on passage sold at 22s with further sellers for shipment at 22s 1½d. CANADIANS.—Quiet but steady. Manitobas for December-January shipment sold to-day at 24s 7½d. BARLEY.—Quiet but steady. Odessa-Nicolajeff parcels on passage are offering at 12s 7½d for shipment, 12s 10½d asked. MAIZE.—Steady, with rather more inquiry. A parcel old crop Odessa on passage sold to-day at 20s 3d. For January-February shipment there are sellers at 20s. OATS.—There is no change to report in this article, which continues quiet. PEAS.—There is very little doing in this article to London, while in Liverpool some decline is quoted. Canadians to London are offering at 24s c. i. f. HAY.—The market for foreign hay continues practically nominal.

GRAIN REPORT OF SHANKS, PHILLIPS & CO., Memphis, Tenn., January 12.—The volume of business in this section is generally very limited during the holidays, and the present season shows no exception. There are no especial features to make note of at the moment. Seed oats are attracting attention, and are wanted, while the local yield of corn will probably prove to be a factor affecting the spring movement of that commodity. It is variously computed that the corn crop within a radius of, say, 100 miles, will exceed that of last year by 100 to 200 per cent. To-day's track prices from first hands are as follows: HAY.—Choice timothy \$12.50; No. 1 timothy \$11.50; No. 2 timothy \$9.50; choice clover mixed \$12.00 to \$12.50; No. 1 clover mixed \$11.00; No. 2 clover mixed \$9.00; choice Kansas Prairie \$10.00; No. 1 Kansas Prairie \$8.50; No. 2 Kansas Prairie \$7.50; choice Arkansas \$6.50. CORN.—Receipts more liberal and equal to requirements; some being shipped South, to ports. No. 2 white 43½ cents; No. 2 mixed 42½ cents. OATS.—Fairly good demand. No. 2 white 35; No. 3 white 34; No. 2 mixed 33½ to 34 cents; No. 3 mixed 33 cents; red soft proof 37 to 38 cents. WHEAT BRAN.—Large sacks \$14.00; 100-pound sacks \$14.25. WHEAT.—No. 2 soft red winter 56 cents. FLOUR.—Quiet and steady. Winter wheat patents (in wood) \$2.65 to \$2.70; extra fancy \$2.40 to \$2.45; fancy \$2.15 to \$2.20. CORNMEAL.—Very dull. Standard rolled (in wood) \$2.00 to \$2.05; 48-pound cotton sacks 47½ cents per sack. CORN CHOPS.—One hundred pound sacks \$16.00 to \$16.50. GERMAN MILLET.—None here yet.

GRAIN REPORT OF COLLINS & CO., Cincinnati, January 12.—Mild, soft and rainy weather has generally prevailed the past week, and country roads have not been in very good condition for a very free movement of grain, but the sudden change to extreme cold weather at the close of the week will harden the roads and facilitate the movement of grain to market, and at the same time stimulate the consumption. It was generally hoped that a greater activity in the demand would follow directly after the beginning of the new year, but it has been a little slow in materializing. The outlook at present is promising, however, for some improvement in prices now very soon. WHEAT.—Is ruling strong and is in good demand, with the few offerings selling quickly, and the tendency is higher.

No. 2 red at 55 to 55½ cents; No. 3 red at 54 to 54½ cents. CORN.—The receipts are ruling small and the demand is good for the few offerings, with the market ruling firm and higher. No. 2 white at 44 to 44½ cents; No. 3 white at 43 to 43½ cents; No. 2 mixed at 42 to 42½ cents; No. 3 at 41 to 41½ cents. EAR CORN.—The offerings have not been equal to the current wants of the trade, and prices are ruling firm. Choice selected yellow ear at 44 to 45 cents; mixed at 43 to 44 cents; white at 42 to 43 cents. OATS.—The demand is more active, and the undertone of the market is firmer. No. 2 white at 34 to 34½ cents; No. 3 white at 33 to 33½ cents; No. 2 mixed at 32½ to 33½ cents; No. 3 mixed at 31½ cents, and the few offerings sold very readily. RYE.—Is ruling steady with few offerings. No. 2 at 54½ to 55 cents. HAY.—Receipts for the week 1,980 tons, shipments 1,315 tons; for the corresponding week last year the receipts were 1,598 tons, shipments 582 tons. The market is ruling active and firm with a good demand for shipping account and outside quotations are being quite generally obtained. Quick shipments will do well. Choice timothy, small sales at \$10.75 to \$11.00; No. 1 timothy at \$10.25 to \$10.50; No. 2 at \$9.00 to \$9.50; clover mixed at \$8.75 to \$9.25; pure clover is scarce at \$9.00 to \$9.50; grass mixed at \$8.00 to \$8.50. STRAW.—Is steady and very little offered. Good bright wheat at \$4.50 per ton. MILL FEED.—Firm and in better inquiry. Bran at \$12.50 to \$13.00; middlings at \$14.00 to \$14.50; \$1.00 per ton more including sacks.

LOCATIONS FOR FACTORIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,

Industrial Commissioner, C. & M. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.

Chicago barley dealers held an informal meeting recently in order to arrange for the formation of an association to protect their interests. They claim that they are being discriminated against in freight rates between Chicago and Eastern points. They will also take measures for increasing the business of the local market and see what can be done in regard to malt since brewers have stopped its use to a great extent.

A Piano at a Nominal Price.

Chicago's largest music house, Lyon & Healy, moved into a magnificent new building some little time ago. They have a number of slightly used and second-hand pianos returned from World's Fair renting, etc., etc., which they have determined to sacrifice rather than to continue to make room for. These instruments comprise Square pianos at \$40, \$65, \$90, \$100, and \$125. Upright pianos at \$125, \$140, \$150, \$165, \$190, \$200, \$225, \$240, and upward. Grand pianos at \$200, \$250, \$300 and upward. Nearly all originally sold for from two to four times their present price. Almost all prominent makes are represented, including among numerous others: Chickering, Knabe, Steinway, Weber, Decker, Steck, Fischer, etc. This is an opportunity that will not occur again, as Lyon & Healy have not moved for twenty years. Immediate attention is therefore necessary. A good plan would be to order a piano, leaving the selection to Lyon & Healy. However, they will send a list and full particulars upon application. Any piano not proving satisfactory may be returned at their expense. Address at their new salesrooms, corner Wabash Avenue and Adams St., Chicago. Distance is no obstacle in taking advantage of this remarkable chance to obtain a piano, for in proportion to the saving to be made the freight charges are insignificant. If you do not already know them by reputation any banker will assure you of Lyon & Healy's entire responsibility and record of over a third of a century for honorable dealing. Write today so as to avoid disappointment.

VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

ROBINSON'S TELEGRAPH CIPHER.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

WEIGH BOOKS.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf, well printed upon good paper. The books are well bound. Copies will be mailed to any address for \$1.00

CLARK'S VEST-POCKET GRAIN TABLES.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 pounds. Size 2½ by 8¼ inches, 16 pages. Leatherette.....\$2.50

POUNDS TO BUSHELS.—These tables which show the number of bushels in any quantity from 20,000 to 70,000 pounds were compiled for the Chicago Grain Inspection Department. They are well printed on good paper and conveniently arranged for quickly finding the number of bushels in a carload. Each book contains ten leaves and each leaf is indexed at margin and printed on one side only. Each book is neatly bound in cloth. They will save clerks much labor and prevent errors in reduction. Price for "OATS," \$1.00; "BARLEY," \$1.00; "CORN AND RYE," \$1.00. The set.....\$2.50

JENNINGS' TELEGRAPH CIPHER AND DIRECTORY TO NEW ENGLAND TRADE.—A new guide to carload buyers of grain throughout New England. A list of those engaged in the grain, feed and flour trade. Western grain shippers and millers wishing to do business in this territory will find this directory invaluable. The telegraph cipher has met with favor and is highly recommended by users. In fact the code part of the book is considered by many shippers superior to any other in use. It is modern and practical, a great money saver and will prevent mistakes. Nicely bound in leather.....\$3.00

ADAMS' CABLE CODEX.—This code is compiled especially for sending cablegrams and is used extensively in this country and abroad. The seventh edition, which is about to go to press, will contain 160 pages of cipher words, conveniently arranged. The code contains sentences covering and referring to buying and selling, condition of market, sterling money, United States money, business, financial matters, letters of credit, drafts, standing of firms and many sentences used by travelers. The cost of the code is a mere nothing compared with the saving which can be made on one message. Price, postpaid.....\$0.55

DAVIS' GRAIN TABLES.—These tables give the value of any number of bushels of produce weighing 60 pounds to the bushel from 25 cents to \$1.25 per bushel, and the value of any produce weighing 32, 48 and 56 pounds to the bushel at 15 cents to \$1.50. The book also contains Davis' Dockage Table, which gives the amount to dock any load of wheat up to 600 bushels at 1½ to 5 pounds' dockage. The book contains 219 pages of tables, printed on good paper, with large type, and well bound in cloth. The book is a new publication, and the arrangement of the tables is much more convenient than in some of the old publications. Price.....\$1.25

CLARK'S GRAIN TABLES.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains 16 tables, and is neatly bound in cloth. Price.....\$1.50

ROPP'S COMMERCIAL CALCULATOR.—A small manual in compact form which contains a new system of useful and convenient commercial tables. Also a "Practical Arithmetic for Practical Purposes" in which is embodied the shortest and simplest rules and methods known. It includes in its contents a table giving the value of cattle, hogs, flour, etc., for any amount ranging from 3 to 20,000 pounds, and in price from \$2.50 to \$6.75 per 100 pounds. It contains a table which shows the equivalent of English market quotations from 1 to 100 shillings in U. S. money. It also shows the freight on grain per bushel from 1 to 50 cents per 100 pounds. The grain tables show the number of bushels and odd pounds in any quantity of any kind of grain from 10 pounds to 100,000 pounds. The hay, straw and coal tables shows the value in tons of any amount ranging from 10 to 3,000 pounds at prices from 25 cents to \$18 per ton. The interest tables are very complete and give the interest for any amount for any time and for any rate per cent, ranging from 6 per cent. to 10. The millers' and farmers' exchange table gives the number of pounds of flour to be received from wheat ranging from 5 to 3,000 pounds and from 25 to 40 pounds to the bushel. Tables of money weights and measures are also included, and also the

metric system. The book contains much other useful information. Price.....\$0.50

For any of the above, address

MITCHELL BROS. Co., 184 and 186 Dearborn street, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

WILL EXCHANGE BICYCLE FOR GRAIN OR FEED.

Wanted—To exchange a new high grade bicycle in part payment for a car of grain or feed, the difference to be paid in cash. Address

E. C. GORDON, Rushford, N. Y.

COUNTRY BANK STOCK WANTED.

I have frequent calls for good country bank stocks, and solicit letters of inquiry from parties having such stocks for sale. Address

J. H. HUNT, dealer in stocks and bonds, member of Chicago Stock Exchange, 69 Board of Trade Building, Chicago, Ill.

PARTNER WITH CASH WANTED.

I am desirous of having a partner in my elevator and coal business here for the purpose of putting in lumber and a feed mill. A good chance for a live man with \$2,000 to make money. Will sell half interest in elevator and take half in lumber. Address

G. H. THOMAS, Geneva Elevator, Geneva, Iowa.

RUDY'S PILE SUPPOSITORY

Is guaranteed to cure Piles and Constipation, or money refunded. 50 cents per box. Send two stamps for circular and free sample to MARTIN RUDY, Registered Pharmacist, Lancaster, Pa. NO POSTALS ANSWERED. For sale by all first-class druggists everywhere. Peter Van Schaack & Sons, Robert Stevenson & Co., Morrison, Plummer & Co., and Lord, Owen & Co., wholesale agents, Chicago, Ill

DAVIS' GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition; at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

E. D. DAVIS, 610 Nicollet Ave., Minneapolis, Minn.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

JENNINGS' CIPHER CODE.

Jennings' N. E. Telegraph Cipher contains many novel ideas, and is complete with instructions as to buying, selling, ordering, market advices, offers, bids, finance, bill lading, instructions, freight inquiries and advices, shipping inquiries and instructions, guaranteeing, etc., such as no other cipher contains. It is now in use with the principal shippers and dealers in flour, grain and feed. It is invaluable to shippers of corn and oats. For general shipping business it is superior to any other telegraph code. Send for list of users, which is the best argument in its favor. It is also a directory of the New England grain dealers. Sent postpaid on receipt of price, \$3. Address

HENRY JENNINGS, 613 Chamber of Commerce, Boston, Mass.

ELEVATOR SEPARATOR.

One new No. 3 Barnard & Leas Elevator Separator for sale. Address

SIMPSON & ROBINSON Co., 71 Commerce building, Chicago, Ill.

A RARE OPPORTUNITY.

A large warehouse, grain elevator and coal yard at Ithaca, N. Y., for sale to close an estate. The block is bounded on the south by West State street, the leading business street; on the west by Cayuga Inlet, where two canal boats can take or discharge cargoes at once; on the north by West Seneca street, and on the east by the D., L. & W. R. R., from which a switch extends the whole length of the block, making unsurpassed facilities for shipping and receiving any kind of freight by rail or boat. The warehouse has large storage room and the grain elevator 40,000 bushels' capacity, together with platform, grain and hay scales, with engine, boiler and machinery complete. On this ground for more than 60 years have leading men of Ithaca done business, not one of whom has been unsuccessful. The good will of this widely known grain, coal and warehouse stand is alone worth the price asked for the entire property. Address

MRS. C. S. WATTLES, executrix of C. S. Wattles' estate, by W. R. Gunderman, Ithaca, N. Y.

FOR SALE.

THREE GRAIN ELEVATORS

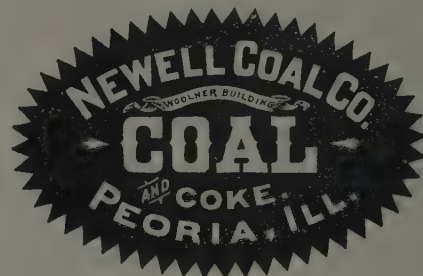
In Western Iowa on C. & N. W. R. R.

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IT WILL SAVE MONEY AND HELP TO SUCCESS.

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Rooms 406-408 Corn Exchange, MINNEAPOLIS.

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We use Robinson's or Jennings' Cipher.

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Shipper of Wet Feed,

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GRAIN, FEED AND HAY,

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PHILADELPHIA.**PAINE BROTHERS,***Grain Merchants,*

28 CHAMBER OF COMMERCE,

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Lessees of C. M. & St. P. Elevator Co.

**BUY and SELL
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We deal very largely in Oats and Barley, shipping by cargoes, and also handle considerable quantities of Wheat.

BARLEY

We have special facilities for drying damp grain, and are always ready to buy low-grade Wheat, Barley or Oats,

WHEAT

as well as Barley Screenings and Wheat Screenings.

BARLEY SCREENINGS**DAMP GRAIN**

We are always ready to make cash bids, free of commission, on samples, and will pay sight draft against

DAMAGED WHEAT**FIRE BURNT GRAIN**

railroad receipt for ¾ value, making final returns next day after shipment arrives.

WHEAT SCREENINGS**MILL FEEDS**

We buy west and north of Chicago, and sell east and south of Chicago.

Send us samples, quoting prices on anything you have to offer; or we will submit bids, if requested.

Milwaukee weights and inspection to govern all transactions when shipments touch this point.

We can handle goods over Northwestern Line, and most other roads, as readily as over the C. M. & St. P.

Unquestionable references furnished on request.

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The Incline Elevator and Dump.

Patented April 3, 1894.

It is **THE NEW WAY** of elevating ear corn, shelled grain or minerals into car or storage bin.

Its cost is so small that it is practical for farm use.

Its pulley blocks are roller bushed and steel, reducing friction to a minimum.

With it ear corn can be cribbed with less expense than with a scoop, if cost of storage is considered.

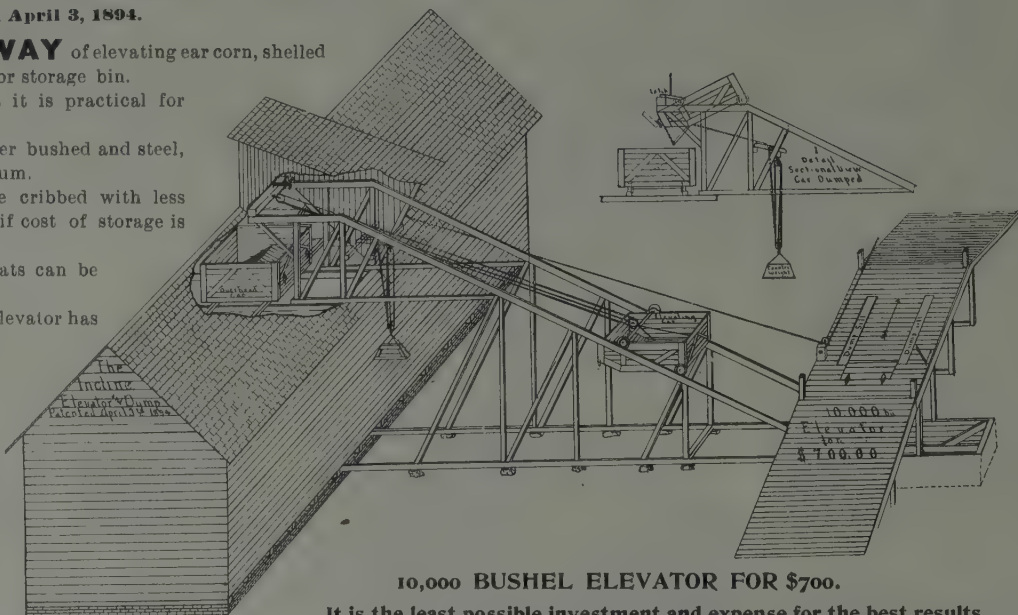
With it 3,000 bushels of oats can be elevated in one hour.

With it a grain dealer's elevator has the following advantages:

Every team elevates its own load, thereby the power for elevating is obtained without cost.

A whole load is elevated at a time and dumped at the top, making it practical to use an overhead car by which at the same cost you obtain more shipping bin capacity alone than all the storage and snipping bin capacity of a belt elevator.

Cleaning machinery can be adjusted with unusual convenience.



10,000 BUSHEL ELEVATOR FOR \$700.
It is the least possible investment and expense for the best results.

Manufactured by

H. KURTZ & SON, Mansfield, Ill.

A NEW plan of chute, leading from ship-ping bin to railroad car, is used, through which either ear corn or shelled grain will pass equally well. The overhead car having a capacity of 100 bushels can be completely filled without moving.

A safety ratchet holds every inch elevated and prevents a crash should a break occur; and the teamster can unfasten rope without getting out of his wagon.

Going to Buy a Scale?

If so, read a few opinions of Prominent Elevator People on the Merits of the Demuth Check Beam.

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G. W. PORTER, Treas. and Mgr.

K. R. GUTHRIE, Secy.

ATLANTIC ELEVATOR COMPANY, Incorporated.
GENERAL GRAIN DEALERS. Elevators on Minneapolis, St. Paul and Sault St. Marie Ry.
J. A. DEMUTH, Esq., Oberlin, O. MINNEAPOLIS, MINN., May 25, 1893.

DEAR SIR:—Replying to yours of the 22d, would say that we have the Check Beams on twelve (12) scales in our Atlantic "A" elevator, and like them very much. We find them a valuable check on the weighman, and good for reference to check up with. Yours truly, K. R. GUTHRIE, Secy.

NEW YORK CENTRAL LIGHTERAGE CO. NEW YORK CENTRAL ELEVATORS.
Gibson L. Douglass, Mgr. WEST SHORE ELEVATOR. 1 and 3 Beaver Street.
A. DEMUTH, Esq., New York, May 25, 1893.

DEAR SIR:—We are using nineteen "Check Beams" on the Fairbanks scales at N. Y. C. & H. R. R. elevator, and sixteen at the West Shore R. R. elevator. Have discovered a number of errors through their use during the past two years, and consider them a good thing. Yours truly, G. W. PHELON, Supt.

ARMOUR ELEVATOR CO., Rooms 1111 and 1112, 205 La Salle Street.
Elevators on C. M. & St. P. Ry., and C. B. & Q. Ry., Chicago. Total Capacity 9,000,000 Bushels.
J. A. DEMUTH, 40 Elm Street, Oberlin, Ohio. CHICAGO, May 26, 1893.

DEAR SIR:—Yours of the 22d inst. in reference to Check Beams in use on our Fairbanks scales. Would say that we have in use 35 of the Check Beams on scales at our elevators, and consider them invaluable for accurate weighing. Yours very truly, ARMOUR ELEVATOR CO.

PADDOCK, HODGE & COMPANY,
29 and 30 Produce Exchange. GRAIN MERCHANTS. TOLEDO, OHIO, June 28, 1893.

J. A. DEMUTH & CO., Oberlin, O. DEAR SIR:—In reply to your favor of a recent date: We have had our Fairbanks scales supplied with your double entry system since last November, and in errors detected and corrected, for and against us, it has more than paid for itself, to say nothing of the satisfaction of knowing that our weighman's entries are absolutely correct after they have been balanced up by your system. Yours truly, JAMES HODGE, Secy. and Treas. Toledo Elevator Co.

Furnished only with Fairbanks Scales

ESTABLISHED 1863.

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For Complete Power Plants, Power Transmitting Machinery, Shafting,
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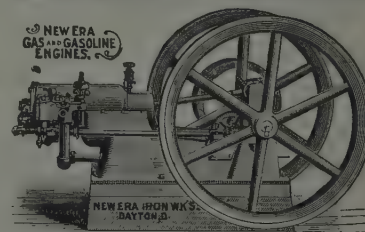
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The Central Elevator of Pittsburgh, Pa. is for sale or lease on favorable terms. The storage capacity is 250,000 bushels, equipped with Corn Sheller, Grain Cleaner, Steam Shovels, and three (3) Portable Chopping Mills. This Elevator is situated in the midst of a compact population of 500,000 persons, and is connected East and West with all the tracks of the Pennsylvania system. The demand for chopped feed is very great in this locality. For a good live man with some capital there is a splendid opportunity. Good reasons given for selling. For further information address,

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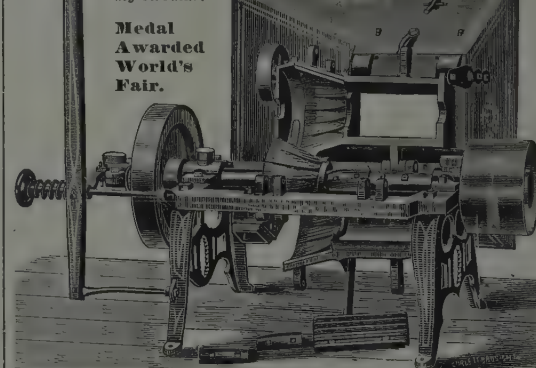


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THE BEST ALL-AROUND FEED MILL.

The conical burrs give large capacity with moderate power. Ahead of rolls or burrs in speed and quality of work for grinding all kinds of grain into first-class feed. Will crush corn and cob, and grind oats, rye, barley, wheat, shelled corn, cotton seed, oil cake, etc. Has self-feeder for ear corn. The divided hopper makes it practical to grind oats, wheat, or other small grain, and crush ear corn at the same time; mixing the two in any proportion desired. Are sold with or without elevator attachment; and are made in three sizes, ranging from 2 to 12 horse power. GET my circular.



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World's
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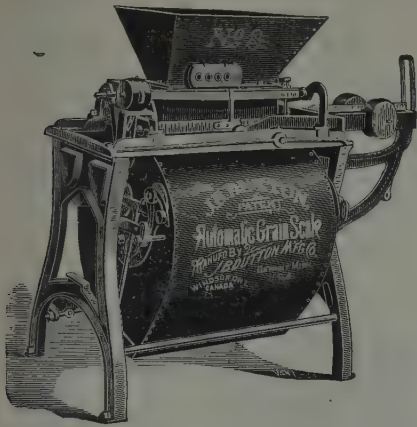


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SCALES SENT ON 30 DAYS' TRIAL

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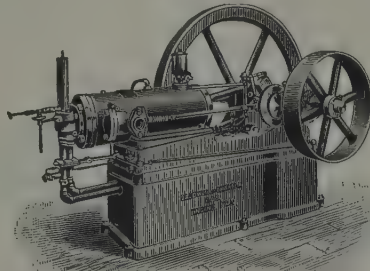
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SOUTH BEND WOOD SPLIT
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EVERY SEAMLESS STEEL
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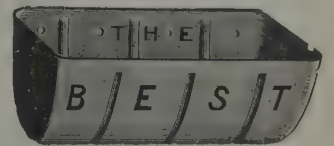
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2 TO 75 ACTUAL HORSE POWER.

These engines use gasoline from tanks lower than the engines. They are simple, reliable and safe. We build them substantially, of best material, and we know they are the best engines made.

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ROOFING

EAGLE BRAND THE BEST!

It is superior to any other roofing and unequalled for House, Barn, Factory or outbuildings; it costs half the price of shingles, tin or iron; it is ready for use and easily applied by anyone; it is the best roofing in the market, in durability, to all others. Send for estimate and state size of roofing.

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The best known paint in the world for tin, iron or shingle roofs, fences, sides of barns and outbuildings; it costs only 60 cents per gallon in barrel lots, or \$4.50 for a 5-gallon tub. Color, dark red. It will stop leaks in tin or iron roofs that will last for years. It is guaranteed not to peel, crack, scale nor wash off, and is fire-proof against sparks. **TRY IT.**

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THE AMERICAN ELEVATOR **AND**
GRAIN TRADE,

\$1.00 PER YEAR.

Monthly.

THE HAY TRADE JOURNAL **AND**
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BOTH FOR \$2.00.

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WILL NOT FREEZE.

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TO CLOG UP FROM DUST,
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So Simple to Use,

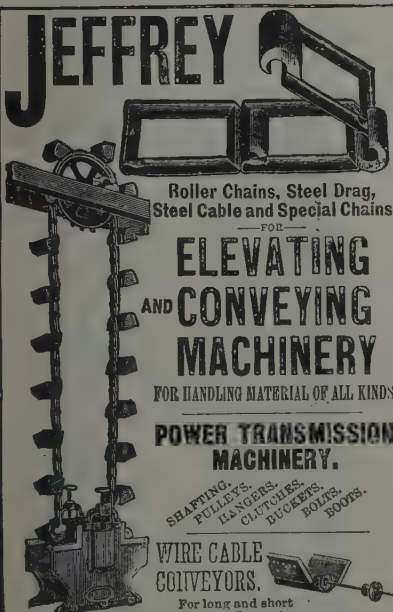
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Roller Chains, Steel Drag,
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FOR HANDLING MATERIAL OF ALL KINDS

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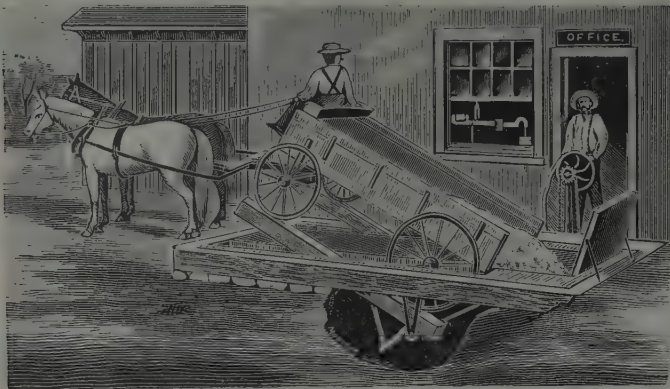
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For long and short
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Send for Catalogue.

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PATENT WAGON DUMP

The only dump made that is always under the complete control of operator.

MESSRS. SAVAGE & LOVE, Rockford, Ill.

In regard to your Wagon Dump, we will say that we have about twenty of them, which we have had in active service for the past four or five years, and in this time we have had very few breakages, and nothing of any serious nature, which we consider is very good. And taken all round we think them as good, if not the best dump made.

Yours truly,

CARGILL ELEVATOR CO.

MINNEAPOLIS, MINN., April 28, 1892.

MESSRS. SAVAGE & LOVE, Rockford, Ill.

GENTLEMEN:—In answer to yours of August 9, will say that our dumps that we got from you have given us perfect satisfaction. Our buyers all say that it is superior to any dump they have seen. What they claim superior to other dumps is that they can be let part way down or all the way at pleasure. This helps them where they have sacks and large loads of wheat.

Dictated by J. F. Cargill.

CARGILL ELEVATOR CO.

MINNEAPOLIS, MINN., August 9, 1892.

Manufactured only by

THE SAVAGE & LOVE CO., Rockford, Ill.

Dealers in Shafting, Pulleys, Hangers, Leather and Rubber Belting and Elevator Supplies.

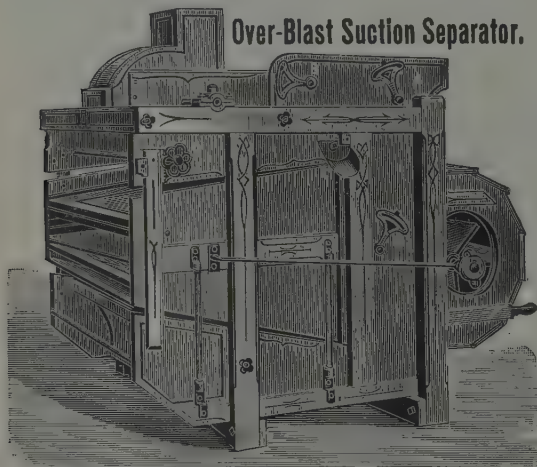
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Over-Blast Suction Separator.

THE STANDARD IN THEIR LINE.

"Grain Cleaned to a Standstill."

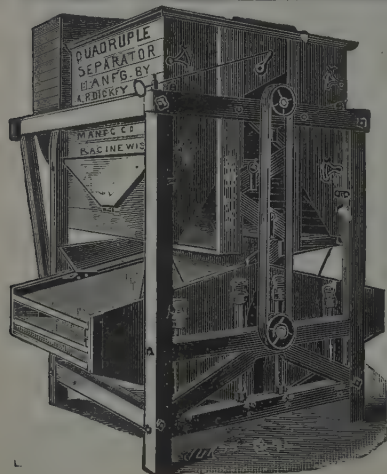


Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.

The Quadruple Suction Dustless Separator. Four separate suctions, independent of each other with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnishes with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

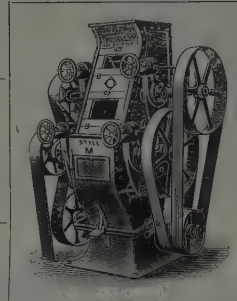
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RACINE, WIS.



This Will Be One of the Best Seasons Ever Known for Feed Grinding.

The Best Machines to do the Grinding with are Gray's.



We Build them in Four and Six Roll Styles

And Sizes to Meet All Requirements.

OUR PRICES ARE ALL RIGHT.

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TRY US ON

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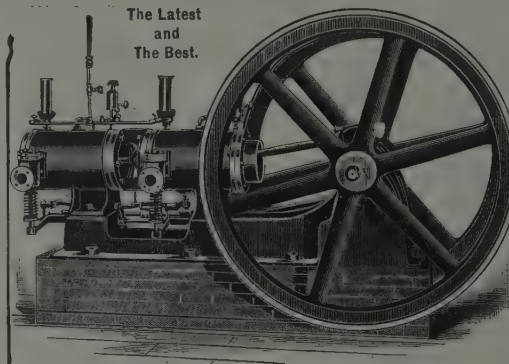
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The Edward P. Allis Company,

RELIANCE WORKS.

MILWAUKEE, WIS.

The Hicks Gas and Gasoline Engine.



The Latest and The Best.

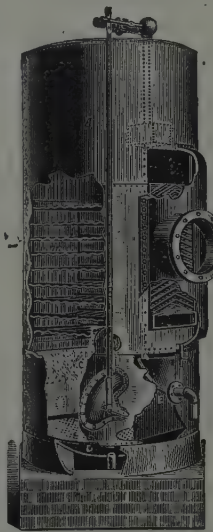
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An impulse with every turn of the crank. Less gas or gasoline. Steadier motion. Easily started. Less space. Self adjusting in all its bearings. Price within the reach of all. Adapted to all uses, and as much better than the ordinary gas engine now on the market, as the Corliss steam engine is better than the common slide valve of twenty years ago. Two to one hundred horse power. Both vertical and horizontal.

Write for catalogue and prices.

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STILWELL'S PATENT IMPROVED.



Lime Extracting Heater
Uses Exhaust Steam.
Separates the Oil from the Steam and Water.
It Regulates the Feed.
The Pipes Never Pound.
Prevents Scale in Steam Boilers.
Removing all Impurities from the Water Before it Enters the Boiler.

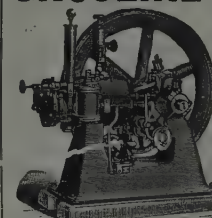
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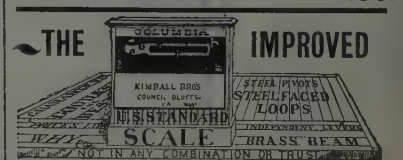
ALL SIZES. Dwarfs in size and Giants in Strength. Costs only 10 cents a Day per H. P. to run them, & scarcely any attention. EVERY ENGINE GUARANTEED. Write for particulars and testimonials.

THE VANDUZEN GAS & GASOLINE ENGINE CO.
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KANE'S ELECTRO VAPOR ENGINES

BOATS. DON'T JUDGE OUR PRODUCTION BY SIZE OF AD. SEND STAMPS FOR CATALOGUE.

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MANUFACTURED BY KIMBALL BROS., Council Bluffs, Iowa. Mention American Elevator and Grain Trade.

MONEY MAKING MACHINES.

The Iron Prince

The Prinz Improved Grader and Separator.

BUILT FOR RECEIVING AND MILLING SEPARATORS.

This Separator contains all the latest improvements, among them are many entirely new and very valuable ones. It has a force feed, double suction, side shake, is made with or without attachment of cockle separation; entirely dustless, and is built for a capacity from 500 to 2,500 bushels.

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GENTLEMEN:—Have used your Grader and Separator for cleaning barley and wheat for the past two years, with the very best of satisfaction. They do all the work required of a machine of that kind and do it thoroughly. Respectfully yours,

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Now in Successful Operation at Toledo, Ohio.

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This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

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It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

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The Smith Pneumatic Transfer & Storage Co.

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THE SIMPLEST ENGINE IN AMERICA.

1 1/2 to 50
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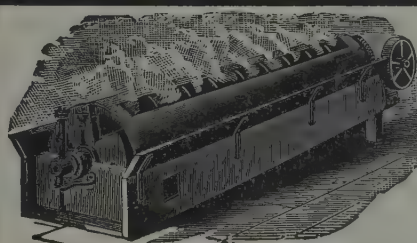
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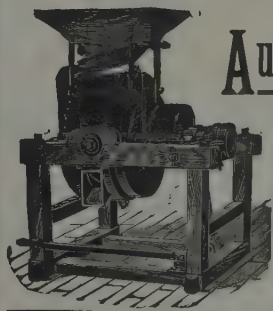


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Drying Cylinder made entirely of Iron. The machine has few parts and is not liable to get out of order. Automatic in its operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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Automatic Adjustment Mill.

The adjustment is positive and automatic, utilizing every part of the grinding surfaces. Can be started or stopped at pleasure, without stopping the power. Is dressed without taking the shaft out of its boxes, or the belt off the pulley.

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JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

Grain Elevators

RAILROAD WORK AND HEAVY STRUCTURES,
ST. LOUIS AND BUFFALO.

Construction Department—Work in 1893.

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1,750,000-bushel Elevator, with three Marine Elevating Towers, for the Eastern Elevator Co., at Buffalo, New York.
500,000-bushel Storage and Cleaning Elevator for the Illinois Central Railroad Co., at New Orleans, Louisiana.

Just contracted for 1,000,000-bushel Elevator for the Coatsworth Estate, Buffalo, New York.

500,000-bushel Elevator for the Orthwein Bros. Commission Co., at St. Louis, Missouri.
250,000-bushel Elevator for George Urban, jr., and others, at Ordway, Colorado.
100,000-bushel Elevator for Missouri Pacific Railroad Co., at Coffeyville, Kansas.

RAILROAD BUILDINGS:

Shops and 40 Stall Round House for Baltimore & Ohio S. W. R. R. Co., at Chillicothe, Ohio.
Freight Depot for the Louisville & Nashville R. R. Co., at St. Louis, Missouri.
Railroad Shops for the C. O. C. & St. L. R. R. Co., at North Lindale, Ohio.
Fifteen (15) Passenger Stations in Ohio for the Baltimore & Ohio S. W. R. R. Co.

Little Miami Freight Depot for the Pennsylvania R. R. Co., at Cincinnati, Ohio.
Twenty (20) Stall Round House for the C. O. C. & St. L. R. R. Co., at Cincinnati, Ohio.
Eight (8) Stall Round House for Ohio & Mississippi Railroad Co., at Cincinnati, Ohio.

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Power House for the Cataract Construction Company, at Niagara Falls, New York.
Barrel Warehouse for the Victoria Milling Company, at St. Louis, Missouri.

Bonded Warehouse for the Ravenswood Distilling Company, at St. Louis, Missouri.
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List of Construction Work for 1894 will appear in next issue.



Estimates furnished on application for Transfer, Mixing and Storage Elevators.

We invite inspection of our designs and solicit correspondence, respecting the construction of Grain Elevators.

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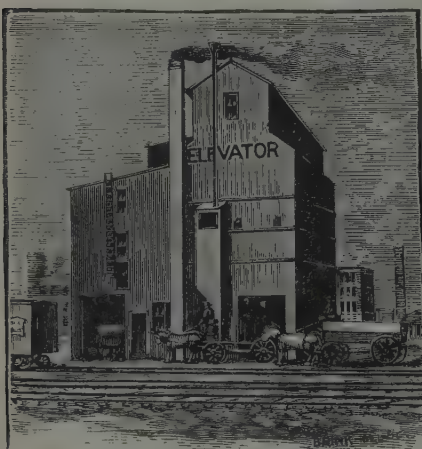
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RUBBER BELTS

ARE THE BEST FOR CONVEYING GRAIN.

The Revere Rubber Belt is now used in many grain elevators and is giving satisfaction in every respect.

IT IS THE BEST AND LEAST EXPENSIVE BELT MADE.

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Patent System of Independent
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Grain Belt Tripper.

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Patentee of the only MECHANICAL Mixing device
On the Market.

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ELEVATOR HORSE POWERS.



*Cheapest,
Most Efficient
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For an Elevator.*

PERFECTLY GOVERNED.

A Steady Motion.

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PLANTS.

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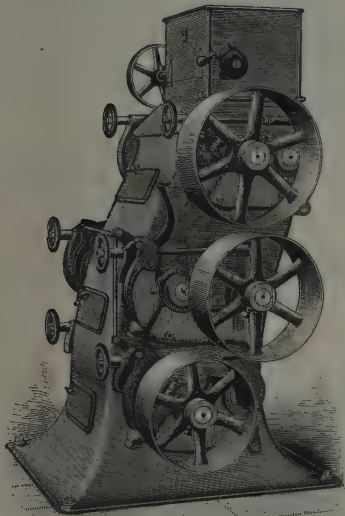
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Flour, Corn and Elevator Machinery,

QUALITY TO SUIT THE MOST EXACTING.

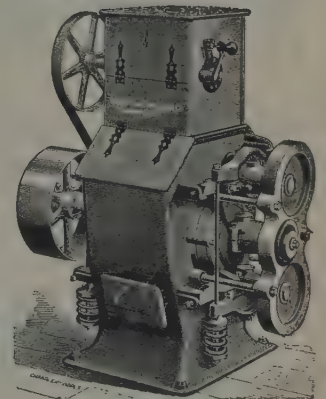
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Three Pair High Six Roller Mill.

*Corn Shellers,
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Flour and Bran Packers,
Flour Feeders and Mixers,
Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
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Pulleys,
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*Hangers,
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Three-Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS.

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

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Gibbs' Patent Dust Protector protects the nose and mouth from inhalations of poisonous dust; invaluable in mills, elevators and every industry where dust is troublesome. Perfect protection with perfect ventilation. Nickel-plated protectors \$1, postpaid. Circulars free. Agents wanted.

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American Elevator and Grain Trade.

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\$1.00 PER ANNUM.

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We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparably the

BEST BUCKET MADE.

The BEST is what you want. It is the cheapest and most satisfactory in the end. Besides, the Salem is sold as low as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

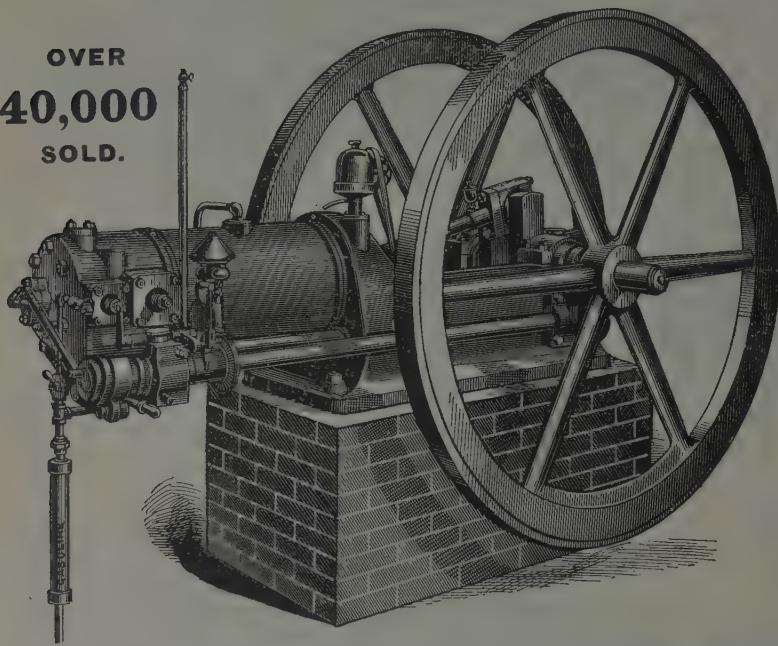
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WORKING WITHOUT BOILER, STEAM, ENGINEER,
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2 Medals and 3 Diplomas at World's Columbian Exposition, making over 200 Medals and Diplomas in all.

Capacity of Works: 800 Engines per Year.
Sizes: 2 to 120 Horse-Power.

Best and Cheapest Power for GRAIN ELEVATORS,
FLOUR AND FEED MILLS, CONVEYORS, ETC.

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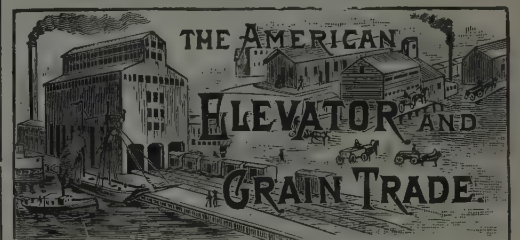
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OUR SPECIALTY

Is to Furnish Every Description of

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Such as:

"SWEEP" and "TREAD" HORSE POWERS,
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SHAFTING, PULLEYS, HANGERS,
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"SPIRAL" AND "BELT" CONVEYORS,
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GRAIN SCOOPS, AND POWER GRAIN SHOVELS.

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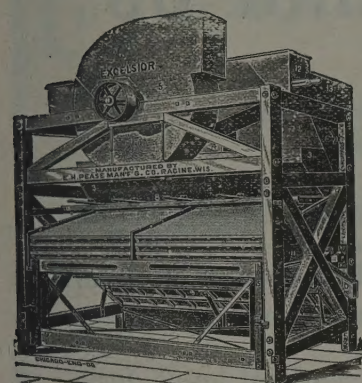
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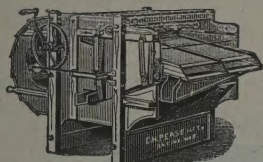
Power Car Pullers, Oat Clippers, Dustless
Receiving Separators,

POLISHERS, SEPARATORS, GRADERS,
FLAX REELS AND SPECIAL FLAX MILLS.

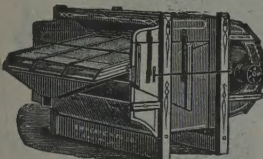
"OVERHEAD," "SWEEP" AND "TREAD" HORSE POWERS,
BAG-TRUCKS, WAREHOUSE TRUCKS, ETC.



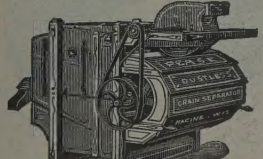
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Cleans, Separates and Grades Perfectly.
HAS NO SUPERIOR IN THE WORLD.



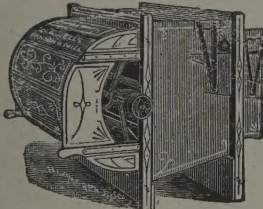
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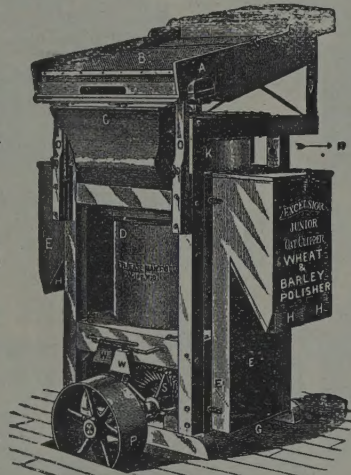
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"Wells" Warehouse Mill.—Extra Large Capacity.

IT WILL PAY

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CATALOGUES
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SUPERIORITY
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EXCELSIOR JUNIOR

Oat Clipper, and Whea and Barley
Polisher, is the Simplest, Most Com-
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Adjustable Machine of its kind
made

WE FULLY WARRANT

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MATERIALS USED,
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Operating Qualities

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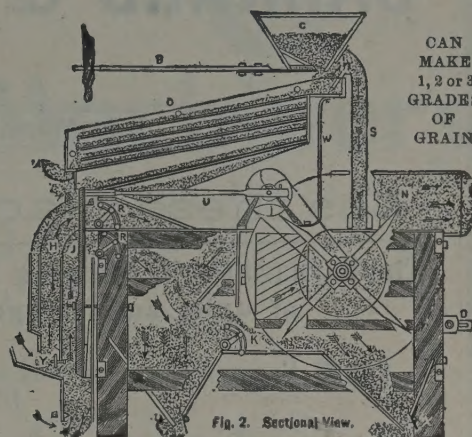
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LETTERS CAREFULLY

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GRADES
OF
GRAIN

Fig. 2. Sectional View.

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The Finest Wheat or Barley Machine on Earth



SAFEST,
MOST DURABLE
—AND—
POWERFUL PULLER
KNOWN.

HANDLES 1 to 20
Loaded Cars at once
on STRAIGHT and
LEVEL TRACK
and pro-rata on
GRADES and
CURVES

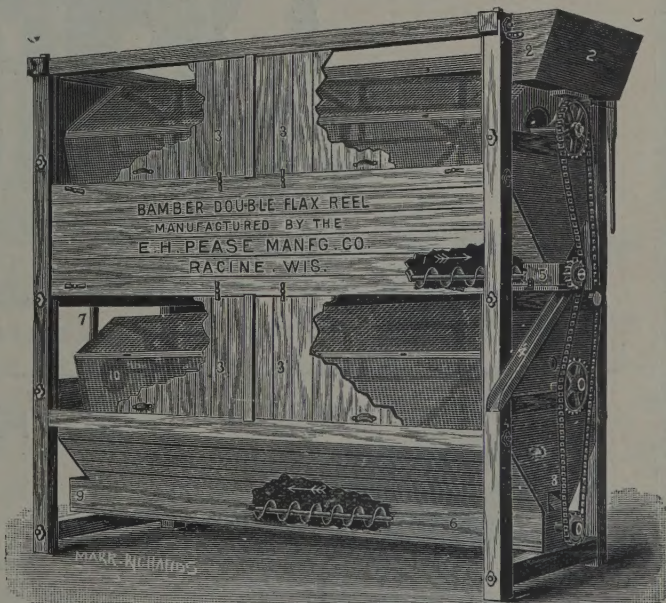
"HERCULES" POWER CAR PULLER.

PEASE

SPECIAL
FLAX MILLS
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SUPERIOR
TO ALL OTHERS.

OUR FLAX REELS

Are Adopted and in more General Use by
THE MOST EXTENSIVE FLAX HANDLERS
Throughout the United States, than any similar Machines made



Made with 1, 2 or 4 Reels in one Chest, and with or without
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Reels of any desired style or dimensions made to order.



EXCELSIOR COMBINED

Oat Clipper, Polisher, Separator, Grader and General
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This Machine has no Legitimate Rival in the World.
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BRANCH OFFICE, No. 6 CORN EXCHANGE, MINNEAPOLIS, MINN.

FAMOUS HAND OR POWER CLEANERS COUNTRY ELEVATORS.

The Successful Combination of 3 MACHINES IN ONE.

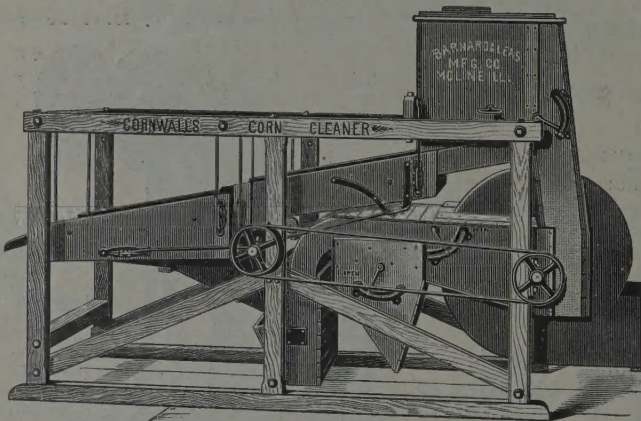
BARNARD & LEAS MANUFACTURING CO., MOLINE, ILLINOIS.

Sole Manufacturers of Barnard's Grain Cleaning Machinery.

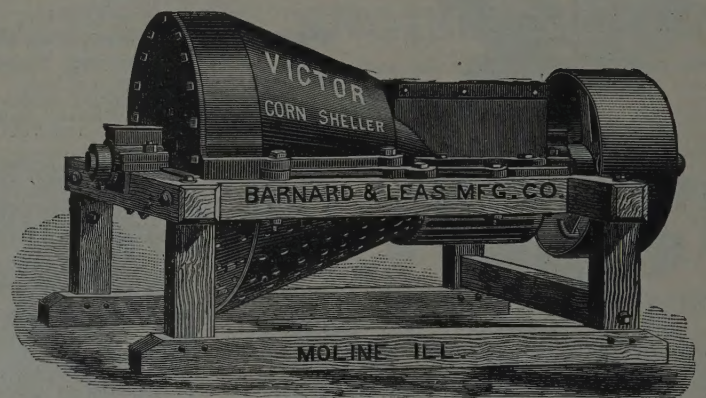
See these machines at work before purchasing.

The Barnard Grain Cleaning Machinery is built in a greater number of sizes, in a greater number of styles, and for a greater variety of uses in the mill and elevator than any other.

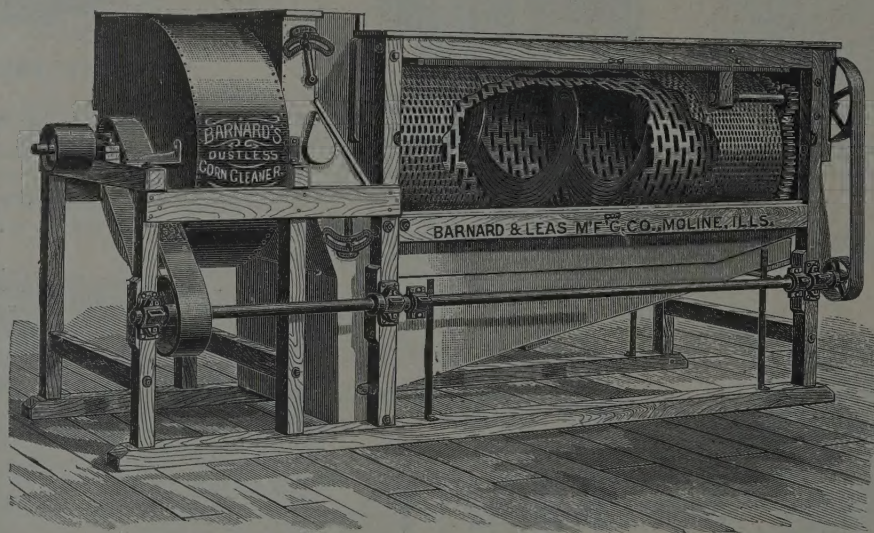
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Cornwall Corn Cleaner.



Corn Sheller.



Double Screen Corn Cleaner.

SEND FOR SPECIAL CATALOGUE OF ELEVATOR MACHINERY.

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Grain Cleaning Machinery

THE GREATEST VARIETY
THE LARGEST CAPACITY
THE LARGEST NUMBER AT WORK } IN THE WORLD.

THE NEW IMPROVED *Eureka*

*BY Far the
Best Separator
on the Market.*

We make every part of this machine
under our own

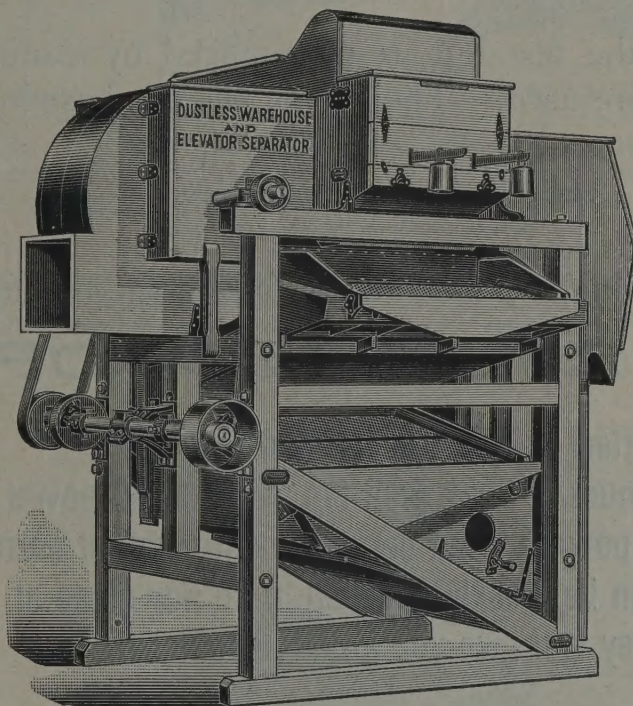
PERSONAL SUPERVISION,

and are thus in a position to guarantee
it as to material and workmanship.

Will positively do more and better
work than any other Separator.

Wide Suction.
Perfect Separation under Control.
Interchangeable Screens.
Large Cockle Screen.
Automatic Feed.

Will run perfectly smooth and quiet.
Has large capacity.



*Warehouse
and
Elevator
Separator,*

WITH LATERAL-SHAKE
MOVEMENT
OF SCREENS.

Conceded by all to be the best arrangement for
ridding grain of impurities. Has Counter-balances
and new Pitman Drive.

WILL SHIP ONE ON 30 DAYS' TRIAL.

READ WHAT USERS SAY OF THEM:

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DEAR SIR:—I enclose you check for \$..... to
balance account for the Eureka Warehouse Separator.
I take pleasure in informing you that I am
much pleased with the machine, which has done
good work from the start.

Yours truly, GEO. B. GREENWAY.

YORK, PA., July 18, 1894.

MR. S. HOWES, Silver Creek, N. Y.

DEAR SIR:—We are in receipt of your favor of
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sold us by you is giving us great satisfaction. We
are not in the habit of recommending any ma-
chines, but must speak well of this one.

Yours truly, P. A. & S. SMALL.

Address

THE S. HOWES COMPANY, Silver Creek, N. Y.
SOLE BUILDERS.

GRAIN CLEANERS.

IF YOU ARE IN NEED OF A PERFECT GRAIN
CLEANER, WE OFFER YOU

The Monitor Separator

These machines have stood the test and are pronounced by leading elevator operators superior to anything heretofore used. Their opinions are based on actual experience.

Nearly all of the leading cleaning elevators built during the last four years have adopted

THE MONITOR

They are simple, yet perfect in construction and durable.

They do the maximum of work with the minimum of power.

They have a powerful, but perfectly controlled air current.

They can be quickly adjusted to do any class of work desired.

They will give you grand satisfaction.

They are modern machines, and you will find them in all of the modern cleaning houses.

If you are interested in this line we ask you to investigate.

BARLEY.

We are making a special **BARLEY CLEANER**
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